# RAILROAD

JULY, 1967 MAGAZINE 50¢

## Dottie Laughlin, Locomotive Engineer and Railfan Extraordinary

by Freeman Hubbard

## INDIA IS BUILDING STEAM LOCOMOTIVES TODAY

by Fritz Lehmann

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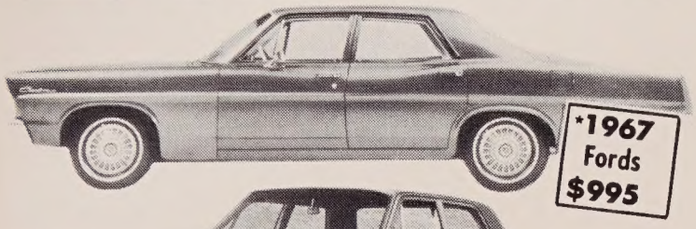


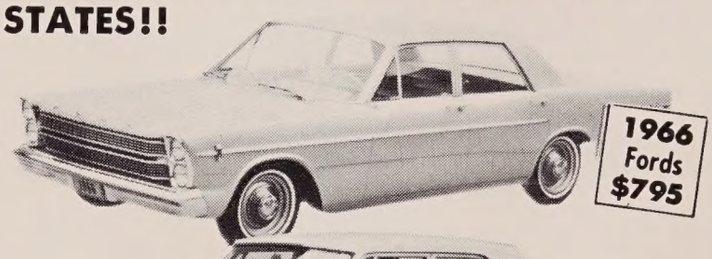

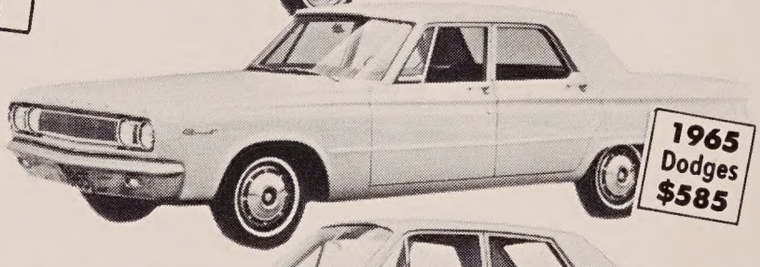


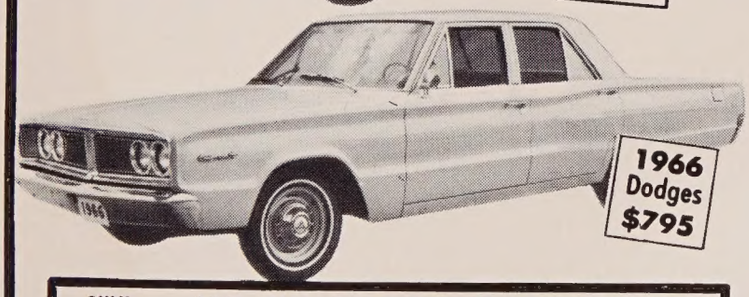


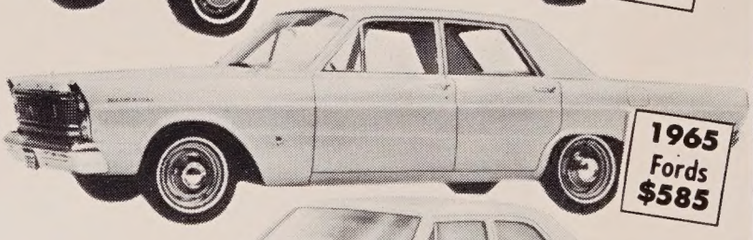

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# RAILROAD MAGAZINE

*Adventurous Railroading and Rail Hobbies—Founded 1906*

VOL. 81, NO. 3 JULY, 1967 50 CENTS



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**It was gray and chilly last April 16th, but spirits were high that day aboard a Branford special train powered by CN 6218, shown crossing Yantic River northbound for Brattleboro, Vt., on tracks of Central Vermont Railway.**

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**No college or high school diploma needed—just a Government FCC License. Here's how you can prepare in your spare time**

LOOKING FOR A JOB with more money and more excitement? Become a Broadcast Engineer!

When you work at a radio or TV station, you're where the action is. You're in on news as it breaks. You hear new records before they're released. You often know the behind-the-scenes stories of important events. You rub shoulders with famous people in show business, athletics and politics. And you may get to announce news or music and become a local celebrity yourself.

There are deeper satisfactions too. In emergencies you help save lives and restore order. During the great power blackout of 1965, radio helped prevent widespread panic.

Yes, broadcasting is exciting. And breaking into it is easier than you might imagine. Right now, there's a desperate shortage of broadcast engineers—a job that pays from $185 to $215 a week at big-city stations once you have a little experience under your belt.

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# THE MAIL CAR

## Where editors and readers meet

PHOTO of Mrs. Dorothy A. Laughlin on our front cover was made in "Dogpatch" station of the Gold Coast Railroad in Florida by Bert Brooks, a member of that railroad organization. ●

REGRETTABLY, Arthur T. Knowles of Brooklyn, N.Y., has just resigned from the assistant editorship of this magazine to go into other activities. Art is a conscientious worker, is well informed, loves railroading, and has generous traits. Belonging to a dozen or more railfan groups, he has many friends in our office and among our readers. Since Oct. '64, when *Railroad* resumed monthly status, he had been a mainstay on our staff and a big help. Right now, as we go to press, we are not ready to announce who will replace him. ●

MANNY SANTOS, the "SP's Last Peanut Butcher," died around the time our March issue was going to the printer with the article that Jeffrey E. Wetmore wrote about him. This news comes fom Jeff, who lives at 330 51st St., Oakland, Calif. Brooding over the loss of the job he had held on the *Del Monte Limited* for 22 years, the lonely unmarried man passed away at age 63 in a small San Francisco hotel. A gift from an appreciative passenger had been left on the hotel lobby desk. The body lay unclaimed in the city morgue for more than two weeks until the coroner finally located relatives.

Nearly a year ago, when Manny's job was abolished, the Southern Pacific placed a slot machine dispensing hot coffee in the depot at Monterey, Calif., but removed it on the very day of his funeral. Station clerks reported that almost nobody used it.

"The coroner said Manny's death was due to heart disease," Jeff adds, "but more likely he died from a broken heart in the figurative sense, for the *Del Monte Limited* was just about his only thread with life." ●

ENTHUSIASTIC note from Peggy McConkey, RFD 1, Conrad, Iowa 50621: "Am I excited! Since the April *Railroad* carried my portrait I have received nearly 100 letters from your good readers. With them came picture postcards, railroad photos, tickets, clippings, train orders, timetables, passes, booklets, a rulebook, etc., and even a switch key from an engineer, bless him! These things make me very happy. I was kept busy answering the correspondence. But two unsigned letters I can't answer. One came in a large brown envelope postmarked Pittsburgh, Pa., full of clippings and pix, some quite old, a real interesting lot. And 'A Fellow Collector from Wilmington, Dela.,' generously sent me 15 great pictures and an Erie Railroad sign. I hope those two anonymous givers will read this letter and realize how thankful I am." ●

COFFEE AND PRETZELS. Getting off the Great Northern's *Empire Builder* after a 3,978-mile rail trip to Vancouver and Seattle, on which he stirred up sales for our magazine, Cilfford H. Thomas, president of Duluth & Minnesota Land Co., 2315 Monroe St. N.E., Minneapolis, Minn. 55418, writes: "The Canadian National is trying to recapture passenger business and, from what I saw, is succeeding. The CN train I rode was full and the ticket included all meals plus coffee and pretzels."

Great Northern also is rebuilding its passenger business. Continuing an upward trend of recent years, revenue received from passengers reached $10.7 million, an increase of 7 percent from 1965. This level has been exceeded only once since 1955, and that was in 1962 when the Seattle World's Fair attracted an unusual number of passengers.

GN's annual report refers to the passenger business an "an enigma," saying: "Coach travel has been increasing more than enough to offset the decline in sleeping-car patronage. Yet the resulting increase in revenues has been outstripped by rising costs, with the overall passenger operation remaining unprofitable." ●

BRIEFLY SPEAKING. A radio message from a speeding Erie-Lackawanna freight train was the first word of what proved to be a tragedy in a one-room cabin near Carrollton, 5 miles east of Salamanca, N.Y., reports Bill Kessel. The train crew spotted the glow of a fire and radioed Salamanca fire headquarters. Kill Buck volunteer firemen found the cabin in ruins. Inside, seated in a chair, was the body of Lonnie Crouse, 73.

A movie to sell railroad freight service? That is what the Reading is doing. Their salesmen tote small projectors around to prospective customers and show them a 14-minute movie to prove RDG offers good service.

While the number of America's rail employes decreased last year by 1½ percent to 631,000, annual wages and fringe benefits rose to an all-time high average of $8,700 per man. We don't know whether or not this average includes salaries of company officials.

F. Reuter clipped an ad of Chicago & Alton Railway, "The Only Way," from the *American Carpenter and Builder* of June, 1905, picturing a lady seated in a locomotive cab beside the engineer (we wonder why) and stating: "The C&A runs the largest passenger engines in the world. They keep the trains *on time* between Chicago, St. Louis, Kansas City, and Peoria."

Says Berney Sheridan, an official of GM&O (which now includes the Alton): "I understand actresses rode the cab around the turn of the century to publicize the *Alton Limited*. I assume the picture showed an actress, but the road could merely have been trying to prove that its passenger trains were clean enough for a lady to ride the cab."

Merger of Atlantic Coast Line and SAL is set for this July first.

"Your magazine is respected and is enjoyed by all the readers I know," writes Richard J. Murway, editor of *The Locomotive Engineer*. "We appreciate your pro-labor policy and your treatment of railroaders as human beings, not merely as cogs in an industry."

A thought for the month: A man is as great as the obstacles he overcomes.

Says *Forbes* magazine: "There's a controversy raging in the railroad business about the desirability of a freight rate increase. A handful of farseeing rail bosses are opposed to any increase; they feel that the industry would be better off absorbing most of this year's forthcoming wage increases in order to improve the industry's long-range competitive position. Other roads feel they are entitled to pass on to the customers at least part of the steady increase in costs they have been burdened with since the last general freight rate increase went through in 1960."

An abandoned Great Northern Railway tunnel through the Cascade Mts. at Stevens Pass has just been equipped with seismographs, etc., and is being

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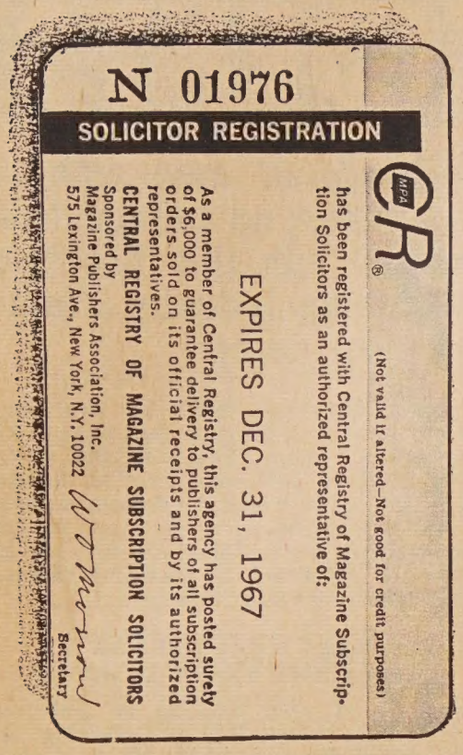
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used by the University of Washington and the Boeing Co. for research on earthquakes.

The Illinois Central has been given a green light to expand its mileage in Mississippi and Louisiana, the ICC having approved its request to acquire the Mississippi Central and Louisiana Midland railroads. The two shortlines together form a 225-mile east-west link known as the Natchez Route between Hattiesburg, Miss., and Peckton, La., on the way to Shreveport, La., and points in Texas.

Says James S. Reid, 4584 Brentlawn Dr., North Burnaby, B.C., Canada: "I am quite happy with your *Information Booth,* but *Railroad Magazine* as a whole lives too much in the past and does not pay enough attention to present-day railroading." ●

FIVE teen-age boys were killed instantly when the young driver of a 1957 Chevrolet raced a Long Island Rail Road train to a crossing which was protected by a gate, flashing lights, and clanging gongs. According to eye witnesses, the driver cut around the protective gate at Hicksville, N.Y., while southbound on New South Road near midnight last April 9th and was heading for the ungated side of the crossing when a 3-car diesel-powered train smashed into it. The impact pushed the automobile 200 feet along the right-of-way, cutting it in two and flinging 4 of the 5 victims onto the ground. ●

PASSENGER TRAINS. Cut fares for a grand circle eastern tour that includes Montreal and Expo 67 within a 30-day period are in effect for the duration of the exposition. For example, you can travel by coach from Chicago to Montreal, then to New York and Washington before returning to Chicago, or reverse the route, for $75 round trip.

Norfolk & Western has consolidated its *Powhatan Arrow* and *Cavalier* on the trip between Norfolk and Cincinnati.

Rock Island passengers on two Chicago-Peoria *Rockets* have a choice of new accommodations: parlor cars and reserved seats for coach fare plus a seat charge—"in keeping with our policy of providing the type of service which the public has indicated it will support," the road announces.

"Railroad passenger departments made a big mistake in refusing to pay commissions to travel agents," writes Bill Kessel, 99 Center St., Hamburg, N.Y., "a mistake which has cut still further into the number of train riders. The other day a travel bureau told a phone caller that the Pennsy no longer had Pullmans out of Buffalo, although a Pullman is still being operated between Buffalo and Washington, D.C."

The Monon's last two passenger trains, *The Thoroughbred,* running between Chicago and Louisville, seem to be headed for abandonment.

Our May cover photo of a meet on the California Western is a rare shot, according to Francis A. Guido, editor-publisher of *The Western Railroader,* P.O. Box 668, San Mateo, Calif., because since an accident in 1965 the CW has discontinued such meets.

Jeff Wetmore asks: "Why does SP spend two-thirds of its annual letter to stockholders complaining about passenger deficits? Why has it been releasing to the public reports of a survey indicating passenger trains are hopeless? What is SP up to?" ●

OLDTIMERS. "In 1898 I fired a special train carrying President McKinley over the Galveston, Harrisburg & San Antonio (which later became the Texas & New Orleans, now SP)," reminisces Owen J. Vineyard, a man of 93 living alone in reasonably good health at 401 W. Sixth St., Del Rio, Texas. "Our engine was a coal-burner. The engine crew had to wear white coveralls, so you can imagine some of our problems." Vineyard began his career by firing on the Mexican Central in 1892. When he retired in 1943 he was pulling the *Sunset Limited* with a 4-8-4. Says he: "I was personally acquainted with Judge Roy Bean, the famous (or infamous, depending on one's viewpoint) character who was 'the law west of the Pecos' in that area's turbulent days. He's a legend now, but I knew him at Langtry, Texas, the village named for actress Lilly Langtry."

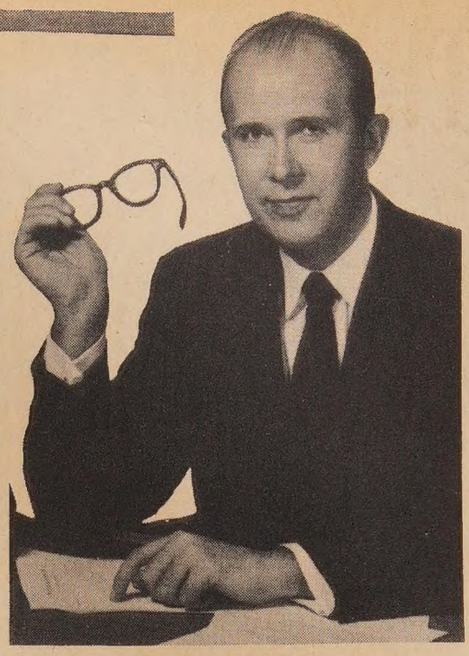
"During the winter of 1915-'16 I worked as a waitress in the one-story, frame, temporary Harvey house adjoining the Santa Fe station at Gallup, N.M.," recalls Mrs. Adeline M. Patterson, 419 Forest St., Columbus, Ohio. "The job was hard, with long hours, but I had fun serving the railroaders. How they loved to tease us Harvey girls and ask us for dates!"

"Baltimore & Ohio engineers in the old days were usually their own maintenance men," writes F. H. Parmalee. "Cabs had no storm curtains, boilers no water glass. There was no power reverse lever and only about 33 per cent

# How to Speak and Write Like a College Graduate

*"It's easy," says Don Bolander...*

*"and you don't have to go back to school!"*



"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

### BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

**Question** *What is so important about my ability to speak and write?*

**Answer** People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

**Question** *What does a "command of good English" mean?*

**Answer** A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

**Question** *But wouldn't I have to go back to school to gain a command of good English?*

**Answer** No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

**Question** *Is this something new?*

**Answer** Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

**Question** *Does it really work?*

**Answer** Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

**Question** *Who are some of these people?*

**Answer** Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

**Question** *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

**Answer** In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

**Question** *How can I find out more about the Career Institute Method?*

**Answer** I will gladly mail you a free 32-page booklet.

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of the cars had air brakes. Engines had flat ashpans; one had to crawl under the tank to clean out the back pan and under the engine for the front one."

E. C. Donaghue recalls Illinois Central railroading in the days when he was young: "We had steam engines with 15-inch cylinders and ran on single track. A brass-pounder was responsible for communications and there were long waits on sidings and plenty of cornfield meets. Service was slow, 15 hours to Chicago from Rantoul. Cabs had no side curtains and our clothes were often soaking wet—from snow in winter, rain in spring, and sweat in summer. Coaches were wood, heated with coal stoves. Later they were warmed by water from a boiler with pipes running through the cars, unsightly and unsafe. Cars were dirty, full of smoke and cinders thrown back by the engine." ●

OVERSEAS. A Spanish National Railways train called "Safety Train, 1967," touring Spain in a campaign against accidents, ran off the track as it entered Albacete station.

To reach the Chilean army post near Batuca, some 20 miles from Santiago, the capital, you take what is probably the only one-horse train in the Western world. And it's free. The yellow horse-drawn coach has been making 8 round trips a day up and down its 1½-mile tracks between Batuca and the base for more than 80 years.

Now listen to Arthur P. Hughes, 87 Boatnic Rd., Glasnevin, Dublin 9, Eire: "Two uncles of mine worked for the old Great Western Railway of England in South Wales: a chief clerk and a ticket-seller at Merthyr Tydfil, where, as you probably know, the world's first steam locomotive ran in 1804. The many true tales they told me of early days are still fresh in my memory. For example, a gang cleverly robbed a passenger train of money received in ticket sales at Merthyr Tydfil which was being sent to the main office. Another incident concerned a freight train loaded with coal that left Merthyr Tydfil every night and mysteriously lost much of its load on the way and was mentioned in company reports as 'the Ghost Train.'"

A Catholic missionary stationed at Hae-Nam, Korea, had taken his altar boys' soccer team to the neighboring town of Po Seng for a game. Just at it was about to start, a train whistle sounded and, to the amazement of everyone, the Hae-Nam team rushed off the field. Those teen-agers had never seen a train before. The game was resumed after the train pulled out. ●

SEVENTY-THREE years and seven months spent continuously in Milwaukee Road station service without losing a day due to illness: that is the proud record of Joseph A. Ziebarth, who retired in Dec. '65 after spending nearly half his working life as station agent at Waterloo, Wis. He is now living with one of his two daughters at 2318 W. Lawn Ave. in Milwaukee. He has, we believe, set an alltime record for railroad employment in unbroken good health.

Born 94 years ago, Joe began railroading at age 18. In answer to a question, he attributes his excellent physical condition over so many years to several factors. He lives simply, follows the rules of health more than the average person, eats moderately, drinks very little alcholic liquor, and never uses tobacco. Furthermore—and this is very important—he was happily married for 67 years, and his wife was a good cook.

"She knew what foods agreed with me and what I relished," he tells us, "and served meals accordingly. Two years ago she died at the age of 88."

The couple cultivated a small garden for many years. "That and station work took care of most of the exercise I needed," Joe adds. "My father reached age 94 for some of the same reasons as I did."

Another nonagenarian is N. Frank Barnes, 700 W. 14th St., Austin, Texas 78705, a retired Katy engineer who wrote "The Last Survivor" for our May issue. He doesn't use tobacco or liquor. Of course, many oldtimers indulge in both, and manage to keep in pretty fair health, just as you can do a lot of things in spite of handicaps. ●

PHRASES like "In the golden noontide of railroad travel" characterize the richly brocaded literary style of the last magazine article written by Lucius Beebe and featured in the May '67 issue of *Playboy*, a 75¢ montly published at 919 North Michigan Ave., Chicago, Ill. 60601. *Playboy* is generally known for its gay insouciance and colorful nudes but does run some readable pieces now and then. Among them is Beebe's swan song, "The Golden Age of Mobile Gastronomy."

This article is a real contribution to dining-car lore. Its style is perhaps too florid and it tends to glorify overeating by gourmets; but aside from those criticisms, we like it very much. Here are a few excerpts:

**The King's Dinner on the *Panama Limited*, while unique in its ample components and majesty of dimension, is by no means the whole dining-car story today. A knowing traveler who has the good judgment to eschew the plastic swill-pail devisings of the airlines can do very well, indeed, aboard the New York Central's *Twentieth Century Limited*, the Great Northern's *Empire Builder* or any of the Fred Harvey diners of the far-reaching Santa Fe. Also well spoken of are the Northern Pacific's *North Coast Limited*, the Baltimore & Ohio's *Capitol Limited* and the Florida streamliners of the Seaboard Air Line. These happy few, however, are but a token survival where once hundreds of trains rolled gloriously . . .**

**Let us glance in admiring retrospect at a sagacious traveler of the year 1895 aboard the Southern Pacific's truly resplendent *Sunset Limited* . . .**

**Shown to his table, commanding a fine view of plains and mountains through its broad picture window, our man of the world spreads the skirts of his gray traveling frock coat across the brocaded chair, negotiates some extra slack in the gold Albert watch chain across his waistcoat, smooths his constabulary mustaches with sweeping assurance and picks up the menu, which approximates in size the vast linen napkin he has just unfurled and whose typography is a miracle of the printer's expertise. . . .**

**Anybody with an eye to free-loading in the Eighties and Nineties would have been well advised to travel on Christmas Day, when almost all carriers with any pretensions to magnificence made a practice of running up a Christmas dinner on the house. . . . The Chicago & North Western at the time was a Vanderbilt road, and the free Christmas diner recorded aboard *The North Western Limited* for 1896 suggested the grand manner of its owning family. . . .**

**The splendor that characterized American railroad travel in the period beginning roughly in the 1880's and continuing down to the time of the 1914 War had its inspiration directly and unequivocally in the "floating palaces" of the Mississippi river traffic, whose passengers had by now been absorbed almost in their entirety by the steamcars. . . .**

**The *Twentieth Century Limited* allotted one pound of creamery butter per passenger for the two meals served en route between Chicago and New York, an allowance that would suggest that butter was used not only at table and in cooking but in the journal boxes as well. Not only did *The Century's* butter come in ample quantities, but it carried with it a cachet of social elegance, since it was provided from the manorial Lake Champlain dairy farm of Dr. William Seward Webb, a Vanderbilt son-in-law who sold his surplus cream and vegetables to the family enterprise. It was almost like eating at table with a Vanderbilt. . . .** ●

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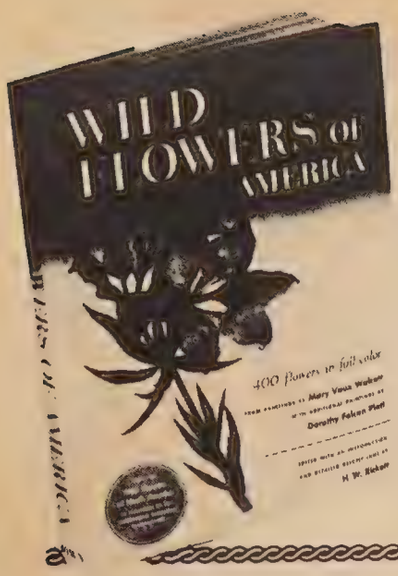


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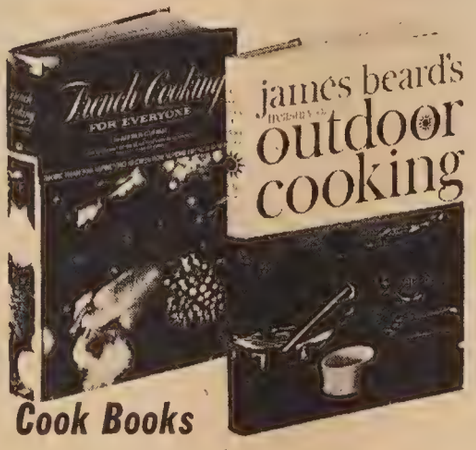


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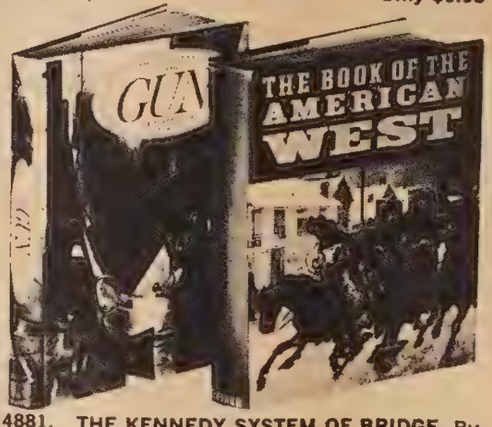


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# Photographs of the Month

Carol F. Thweatt, age 22, editorial assistant on the *Illinois Central Magazine*, tries out IC's new saddle-cupola-type cabooses and finds them roomy, comfortable, modern, and highly efficient. Carol comes from a Memphis, Tenn., railroading family (her father, both grandfathers, and an uncle are or were railroaders) and she majored in journalism at Memphis State Univ.

No. 9, a Rock Island 2-8-2, her tender, and a Palace dining car are pictured en route from Herington, Kansas, to the Mid-Continent Railway Museum, which was established in 1963 at Freedom, Wisconsin. Railfans connected with the museum have since been refurbishing the 9-spot in order to operate her on their 4½-miles of trackage. This Mikado once ran over the old Warren & Ouachita Valley line in Arkansas. Ed Wojtas, editor, Rock Island Rocket

**Adirondack Company Eight-wheeler No. 3, the *George Leavitt*, was built in 1870 by Schenectady.**

Bill Jernstrom collection, 822 Pelham Drive, Fort Wayne, Indiana

**Mounted on axles, 800 steel freight-car wheels nestle together on shipping dock at Griffin Wheel Co. plant in Bensenville, Illinois. This firm is the nation's largest producer of railroad car wheels.**

**Nancy Griffin, Nebraska's Centennial queen, helps to dramatize big shipment of over 200 Cushman motor vehicles to Canada on 3 Rock Island tri-level railway cars. Some of those vehicles are being used in Expo 67. Gov. Norbert Tiemann of Nebraska also assisted.**

**Norman J. MacMillan, president of Canadian National Railways, was interviewed by CN magazine editors. Ampex videotape recorder later played back his words for a majority of the big system's 92,000 employes.**

**This Seaboard Air Line depot in Florida was built in 1933 to serve U.S. Veterans Administration Hospital, a mile to the rear, but because of population growth in Pinellas County it now serves the public also. All trains are required to stop here.**

Theron E. Mikell, 5209 18th St. North, St. Petersburg, Fla.

Jim C. Seacrest, 2101 Birchwood Road, North Platte, Neb. 69101

**Lincoln, Neb., Dec. 27, 1966: air traffic grounded, few autos moving, but 8-car CB&Q train for Chicago leaves on schedule.**

Barbara Robson, barmaid in griddle car of Glasgow-Aberdeen train, is serving Christine Wotherspoon, a British Rail clerk, 46 Aitcheson Street, Airdrie, Lancashire, Scotland, who once held the title *Miss Rail News*.

Rte. 3, Box RM, Robbinsville, N.C. 28771

Picknickers in the Great Smoky Mountains of western North Carolina get off a Shay-powered train at Bear Creek Junction, near Topton, on Route 129, after enjoying an 8-mile ride through breathtaking scenery. Some of them will eat a tasty lunch in the old Nickel Plate diner parked nearby. Others, seated beside a gurgling brook, will delve into containers of food brought from home. After that, of course, they'll browse around the Pullman cars and other railroadiana exhibited in the area and explore an ancient grist mill and a sawmill, built 50 years ago but still working, and view the glories of Nantahala Gorge.

**This sky-filling smoke plume emanates from the stack of Southern Railway engine No. 4026, photographed a quarter-century ago.**
E. A. Yorke, 27257 Currier Ave., Dearborn Heights, Mich. 48125

**After operating as a sweeper for Quebec Railway, Light & Power Co. from 1899 to 1910, this unnumbered car, photographed in 1912, was converted to a welding car and was scrapped in 1948.**

Collection of Jean M. Leclerc,
101 Des Saulles, Lauzon, Que., Canada

**Rainy-day scene, November 26, 1965, showing Western Pacific diesels 801-A and 802-A working for the Oro Dam Railroad. These two locomotives were leased to the dam construction shortline shortly after the disaster at the old WP tunnel 4.**
Virgil C. Staff, Box 268, Berkeley, Calif. 94701

**January 29, 1966: No. 25 of the McCloud River Railroad in California is about to take water from a snow-covered tank.**
Photograph by Virgil C. Staff

# India Is Still Building STEAM POWER

by FRITZ LEHMANN

A graphited Atlantic type is waiting to leave Goalundo on the Ganges River with the *Chittagong Express* on Bengal & Assam Railway. Photo by Allan D. Krieg

THE PRODUCTION of steam power has tapered off to the vanishing point almost everywhere, but not in India. About 200 new steam locomotives, all modern and highly efficient, will roll out of two loco plants in India this year and the large-scale steam construction is likely to continue at least into the 1970's.

"These locomotives can be expected to run on Indian Railways more or less up to the end of their natural lives—that is, perhaps to the end of the 20th century for the last batch." So says a spokesman for Tata Engineering & Locomotive Company, "TELCO," one of the major builders.

Is India's persistant use of steam another sign of poverty and backwardness in the Space Age? Far from it! The new steamers are being designed and built for rigorous operating conditions, with the latest technological know-how. They play a major role in the rail traffic that has been rising enormously since the nation won its independence August 15, 1947.

Under the stimulus of the Five Year Plans and a general drive for economic self-sufficiency, the young republic has made vast strides in manufacturing, mining, power, communication, and education, and is working very seriously on the problem of birth control. Steam-powered transport is carrying much of the load in the surge forward. During the past twenty years India's large and growing fleet of 2-8-2's and 4-6-2's has boosted the nation's freight traffic 300 percent and its passenger traffic 150 percent.

These facts indicate that the continual use of steam is based on a serious appraisal of its economic value. India has a good coal supply and a well-developed mining industry but has to import much of its oil, thus draining the country's scarce foreign exchange. In 1947, when the railways were partitioned between India and Pakistan, the rail system had nearly 8,000 steam locomotives but only 72 electrics and 18 diesel-electrics. The decision to retain steam was logical. Steamers are not only cheaper to build than rival types of power but their use in India makes the most economic use of raw materials, fuel, workshop facilities, and skilled manpower — all items in short supply in India's underdeveloped economy.

Sentimental regard for the great machines that symbolized power and progress to earlier generations was not a factor in the government's practical decision. Frank Conlon, a University of Minnesota professor now doing research in India, writes from Bombay: "Everyone I talked to aboard trains was either indifferent to steam or hoped that

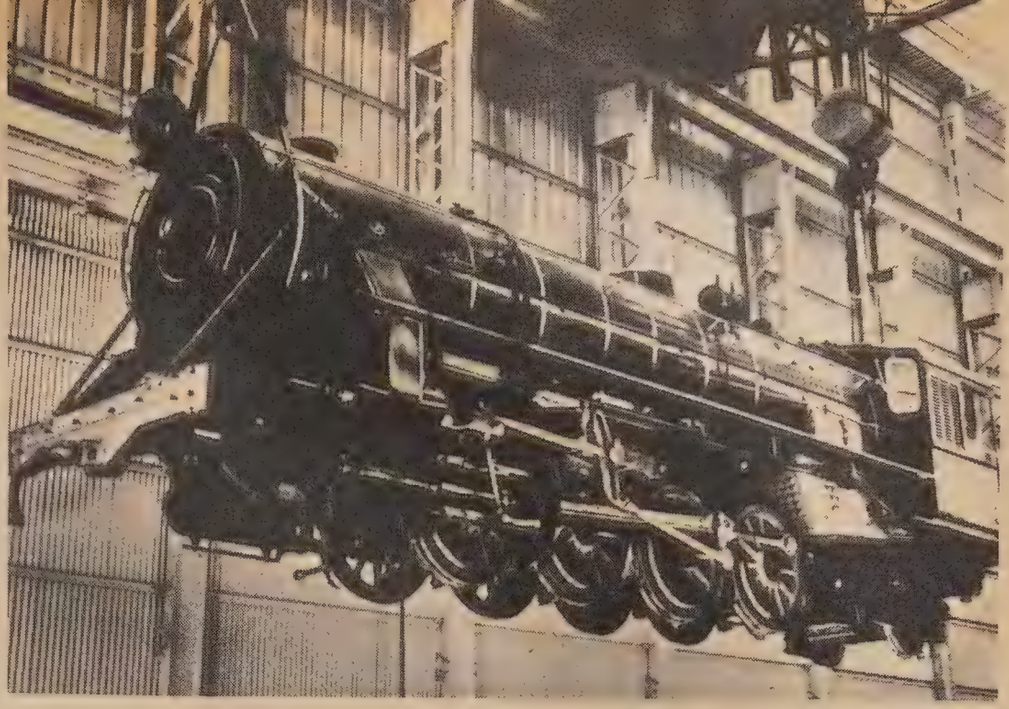
diesels would soon be introduced. But having the cinders and coal smoke coming in the compartment windows as I carried out the interviews may have biased their views."

Conlon's findings on Indian public opinion are supported by the railway operating staff members I met during my two years' residence in India. I refer to Gurdeep Singh and J. N. Dubey, who drive EMD diesels in freight service; Ron Magnum, who fires a 40-year-old 4-6-0 on a branch-line passenger train; and G. M. Xavier, who drives a modern 4-6-2 in express-train service. All of them agree with S. H. Badshah's statement that "Driving with diesel locos has become a pleasure—smooth, smokeless and comfortable."

Steam fans may be disillusioned by this viewpoint, but perhaps after a few days of blazing sunshine at 120 degrees in a hand-fired Indian steam engine they would sympathize with it. Indian railways have never used mechanical stokers because wages are so low. Their Indian firemen still sweat for a living.

From a total of 7,988 steamers in service in March, 1948, Indian Railways expanded their fleet to 10,672 in five years. Even with some electrification and some use of diesels, I. K. Puri, a deputy director of the Indian Railway Board, forecasts that Indian Railways will be operating about 11,093 steamers by 1970, and perhaps 10,762 in 1980—by which date the projected combined total of diesels (8700) and electrics (3550) will surpass steam.

From 1948 to 1966 some 5,545 new steamers were acquired from Indian and foreign builders. Thus over half the present total number were built since Independence Day, and with daily production this ratio is rising. New loco construction has been restricted to a few standard classes, with obvious economic benefits from standardization, as old classes are retired.



**A new meter-gage 2-8-2 for the Indian Government Railways, standard class YG, is lifted by overhead crane in TELCO's erecting shop at Jamshedpur in Bihar.**
Tata Engineering & Locomotive Co.

The largest and perhaps most successful of the new ones are the standard freight haulers of Indian Railways class WG, a free-steaming 2-8-2 whose axle load of only 18.5 tons permits these engines to work all over the Indian broad gage (5′6″) system—that is, about 48 percent of India's total route-miles. More than 2,300 of these 2-8-2's went into service since 1950.

Some were turned out by Baldwin of Philadelphia and builders in Great Britain, Belgium, West Germany, Austria, Italy, and Japan; but 1,765, more than three-fourths of the total, were outshopped by the Indian Government factory, the Chittaranjan Locomotive Works at Chittaranjan in West Bengal. Eight other locomotive classes were designed for broad gage, but only six of these have been built.

India's meter gage (3′ 3⅜″) network accounts for 44 percent of her rail mileage, but much less than a third of her total rail traffic. For this system, 2,085 steamers in four standard classes have been built since Independence. Baldwin, Canadian Locomotive, Montreal Locomotive, and various European and Japanese firms took part in the early stages, but most of the work has been done locally by private enterprise, the Tata Engineering & Locomotive Company at Jamshedpur in Bihar. TELCO specializes in meter gage locos for the Indian Railways.

Both TELCO and Chittaranjan began in the Independence era. Americans who have seen Baldwin, Lima, and others quit building steam locomotives around this period might wonder why did a struggling country like India waste precious resources on such a precarious industry. Modern history helps to answer this question. Under British rule, India began to develop an extensive rail network in the 1850's. The nation boasts (with good reason) that she is the "world's largest democracy." With equally good reason she can claim Asia's largest railway system. But this system was developed under colonial rule and for the British Empire, not just for India. Political factors influenced railway policy. You can judge this from the decision taken in the 1870's to build different gages, as a result of which India is now saddled with gages of 5′6″, 3′ 3⅜″, 2′6″, and 2′0″.

Because railway financing and control ultimately came from Britain, it is no surprise to discover that most railway supplies were bought there, too. For many years Welsh coal was shipped to India for locomotive fuel, while government-enforced freight rates made it impossible for Bengal coal to compete

Photograph by J. Lobnow

**Shipped from the United States to India on a Lend-Lease arrangement, No. 49, like others in the same category, was well received by the Indian enginemen.**

**Scenes in the big erecting shop of Chittaranjan Locomotive Works in West Bengal, India, showing broad-gage 2-8-2's.**
Photographs from Information Service of India

against it in western India! British locomotive builders, enjoying a lot of protection in the Indian market, sold some 22,000 steam locos to the Indian railways. Not only were foreign firms squeezed out (despite valiant efforts, Baldwin sold less than 100 locomotives before World War II), but potential Indian production also was stifled.

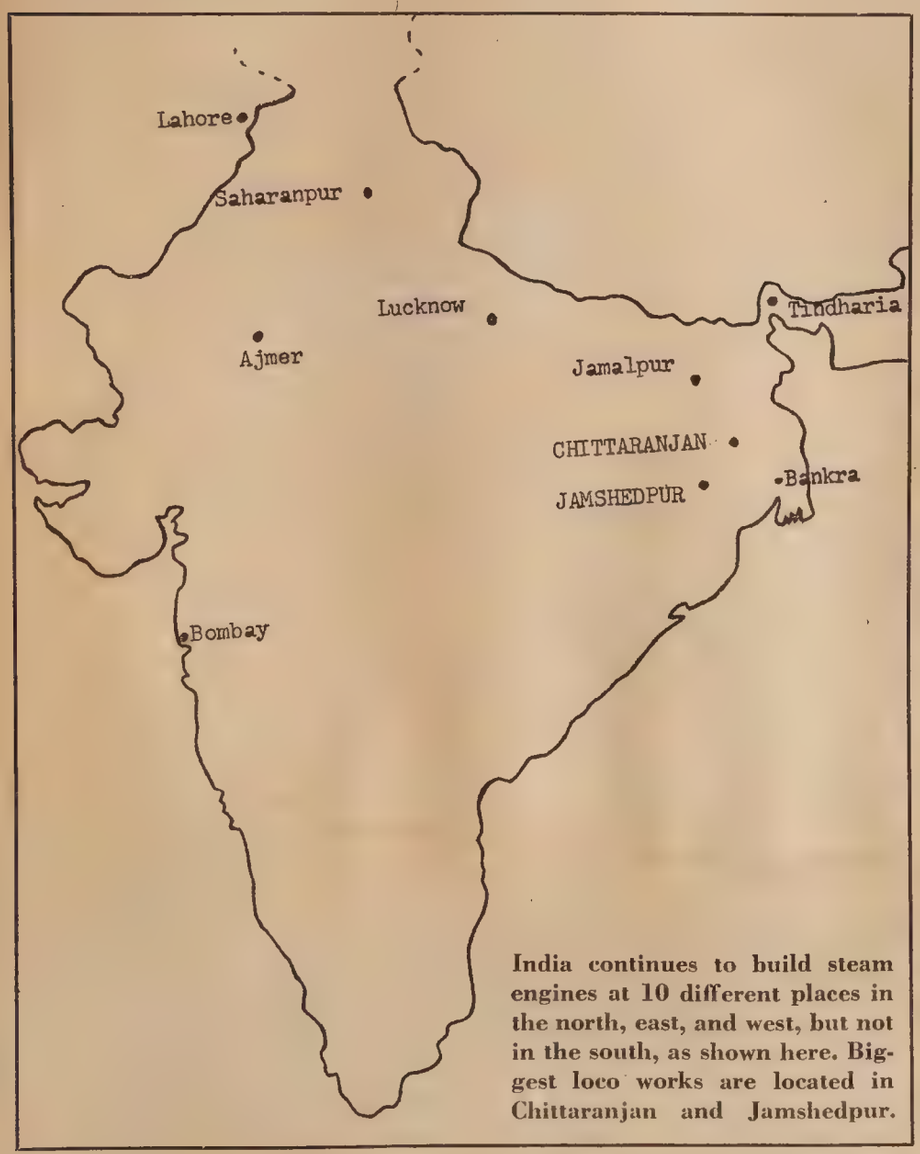
As early as 1865, British-owned Indian railway companies experimented with assembling new engines from surplus spare parts on hand in repair shops. But workshop capacity was usually very limited and full attention had to be given to maintenance.

At the turn of the century, however, two railways made serious efforts to build their own locomotives—for the meter-gage lines of the Bombay, Baroda, and Central India Railway at their Ajmer shops, and for the broad-gage lines of the East Indian Railway at Jamalpur shops. Between 1896 and 1950 Ajmer built 467 locomotives, while Jamalpur produced 217 in the years 1885-1923. Both workshops are still major repair centers.

**One of the last 0-6-0's on India's Southern Railway is switching in Madras.**
Fritz Lehmann, 3341 N. Park Ave., Philadelphia, Pa. 19140

Although this railway-shop production of locomotives was just a drop in the bucket, it showed what could be done. But economic questions were left unanswered. Ajmer's claim that its costs of production were less than those of imported locomotives probably kept British firms from marking up the prices to other Indian railway companies. However, Ajmer's optimistic figures were achieved by ignoring overhead costs. Many materials not made in India had to be imported.

As the nationalist movement for independence acquired great popular support between the world wars, Indian leaders felt that political freedom would be meaningless without economic development. As one result of such thinking, locomotive design became a matter of hot political controversy. During World War I, British firms preoccupied with the war effort had not been able to supply railway material to India. Heavy traffic had taken its toll on the Indian railways, and large orders for new equipment were placed as soon as peace was restored. This included orders for




**India continues to build steam engines at 10 different places in the north, east, and west, but not in the south, as shown here. Biggest loco works are located in Chittaranjan and Jamshedpur.**

Photograph by the author

**Many single-track Indian lines use the token system of train dispatching. Station master hands up a loop-shaped token to engine crew.**

**Railway policeman challenges suspected drug smuggler at Patna Jct. depot.**
Photograph by the author

new types of locomotives—XA, XB, and XC class 4-6-2's and XD and XE class 2-8-2s, among others.

Previously it had been customary to order a few engines of a new type and try them out in service before committing the railways to mass purchases; but this time, with the railways desperate for power, heavy orders were placed at once with the British locomotive builders. Indian nationalists found this suspicious, and they were right in one particular: India paid more for its locomotives and other railway materials than she would have paid had there been open competition for such contracts.

On July 17, 1937, an East Indian Railway express train derailed at Bihta in Bihar, killing 107 people. Investigation showed that the ghastly accident was due to faulty design of the XB class 4-6-2 pulling the train. Indian patriots were outraged. The British Indian Government had to appoint a blue-ribbon commission on locomotive design to meet the widespread criticism. This committee found that all of the X series of locomotives suffered from poor control of lateral motion. The railway companies themselves had been aware of this fact by 1929, but having invested large sums in the new locomotives, they had continued to use them.

Then came World War II. Again the Indian railway system was worked hard, with no help from British builders. Beginning in 1943, however, the United States supplied a lot of 2-8-2's and 2-8-0's to ease traffic jams in eastern India. These American locos were so successful that after the war more were ordered from both U.S. and Canadian builders, American design features were incorporated in the frames, boilers, and fireboxes.

At the end of World War II, the Indian railways were again run down from overwork without replacements or adequate maintenance, but this time the political climate was different. Independence was clearly coming, and plans were under way to adapt the Bengal & Assam Railway's Kanchrapara workshops to locomotive building. But with Partition, political factors again intervened. Kanchrapara was too close to the Pakistan border, so a new site was selected in West Bengal.

The new factory and the town that grew up around it were named Chittaranjan in honor of a great Bengal nationalist leader. Construction began in 1948, and the works went into production in 1950. The Locomotive Manufacturers' Association, a British consortium, provided technical assistance. The first ten locomotives were assembled with parts shipped from Great Britain. As time went on, Chittaranjan Locomotive Works increasingly did the work itself, so that the 100th locomotive, a WG class 2-8-2, steamed out of the works in January, 1954, with 90 percent of her components "made in India."

By this time the cost of turning out locos at Chittaranjan had been whittled down to less than the cost of imports from Europe or America, although still slightly higher than the price of Japanese locos. By 1956, Chittaranjan had reached its planned capacity of 14 engines a month. Costs were further reduced and the ratio of indigenous parts reached 99 percent. The works built ten class WT 2-8-4T's for heavy suburban service in 1959-'60, all fully designed and built in India. This class appeared to be doomed by the decision to electrify commuter operations, but Chittaranjan built nine more during 1965-'66 and further diversified by taking on the production of class WP 4-6-2's in 1963, building 186 of these by 1966. It is a fine record of achievement.

Today, Chittaranjan foundry is one of India's largest and is already producing the castings for the diesel locomotive factory recently set up with ALCO assistance at Varanasi. They also began to dabble in electric power as well. At present, Chittaranjan is geared to produce 120 steam engines and 72 elec-

## Table of Indian Steam

**Ajmer Shops (Bombay, Baroda & Central India Ry.), 1896-1950, 467 locos. Jamalpur Shops (East Indian Ry.), 1885-1923, 217 locos; Lahore Shops (North Western Ry., now in Pakistan), 1895-1907, 27 locos.**

**Locomotives assembled from spare parts, not built from scratch: Byculla Works, Bombay (Great Indian Peninsula Ry.), 1865, 1; Charbagh Shops, Lucknow (Oudh & Rohilkhand Ry.), 1895, 1; Tindharia Shops (Darjeeling Himalayan Ry.), 1919-'25, 3; Bankra Works (Howrah-Amta Light Ry.), 1925, '41, 2; Saharanpur Shops (Shahdara-Saharanpur Light Ry.), 1946, 1.**

**All of the above-listed jobs preceded India's independence. The following locomotives were built since independence: Chittaranjan Locomotive Works at Chittaranjan, 1950-'66, 1,968 broad-gage locos; Tata Engineering & Locomotive Co. at Jamshedpur, 1952-'66, 955 meter-gage locos, and this year under the final contract (1967-'70), 200 locos.**

**For help with this article the author thanks H. C. Hughes of London, of the Information Service of India, and the Tata Engineering & Locomotive Co. Ltd.**

Photograph by the author

**The *hajjam* (barber) is familiar sight in nearly all Indian railway stations.**

Tata Engineering & Locomotive Co.

**Meter-gage Mikado type, Indian Railways 2679, moves out of assembly shop on her first test run. This locomotive was part of the first batch built by TELCO at Jamshedpur out of an order for fifty 2-8-2's produced in the period of 1952-54.**

**(Above) Railway station with typical Indian archtecture at Gwalior. (Left) Drinking fountains at rail stations are used also for washing.** Photograph by India State Railways

Photograph by the author

trics per year, and India's plans call for the works gradually to shift fully to electric loco production. The last steamers probably will be turned out by 1975-'76 at Chittaranjan.

The TELCO works sprang from the great Jamsetji Nusserwanji Tata (1839-1904), who had the vision to see India's potential industrial capability and the patriotism and ability to do something about it. Only after his death, however, was the large Tata iron and steel mill completed.

Taking advantage of this steel supplier, a group of investors led by English locomotive builder H. L. Reed chartered the Peninsular Locomotive Co. and began setting up a factory in Jamshedpur in 1924. The scheme was under-capitalized, however. Failing to get tariff protection from the British Indian Government, it went out of business without building a single locomotive! Government railways took over the works and used them to produce railway car components.

Under an agreement with the Railway Board in 1945, Tatas would take over and modify the old workshops to build locomotive boilers and install capacity for manufacturing 50 locomotives annually, the Railway Board guaranteeing to buy the output for 16 years. Post-war inflation and capital shortages slowed the project, but the production of meter-gage class YG 2-8-2s began in 1951.

The first twenty locos were assembled from German parts, but by the end of the first batch of 50 engines Indian components amounted to 44 percent of the total locomotive and by 1960 the TELCO engines were more than 98 percent indigenous. The remaining imported parts—such items as asbestos insulation for the boilers, roller bearings, and special liner plates for axle boxes—cannot easily be produced in India.

By June, 1966, TELCO had delivered a total of 604 class YG Mikados and 351 class YP Pacifics. The works are now building their final lot of engines for the Indian Railways on a contract for 200 class YP Pacifics to be delivered 1966-'70. The TELCO management is proud that these locomotives will be sold at an exceptionally low price.

TELCO's status as a private concern has always been more precarious than the security Chittaranjan enjoys as an integral part of the Indian Railway establishment. The able TELCO management made serious efforts to export steam locos to such countries as Malaya (which had bought second-hand locomotives from India earlier), and Burma and Chile. These efforts were thwarted by early dieselization and by the fact that many potential customers in Africa and Asia were economically tied to the industrially developed nations.

When it became apparent that the company could not subsist on steam production alone, TELCO began to develop other products: diesel truck and bus chassis, excavating equipment, machine tools, paper and pulp machinery, forgings, and castings. These sidelines have done so well that locomotives now account for only 3 percent of TELCO's annual sales.

Although time is running out for steam production in India, the success of Chittaranjan and Jamshedpur has been a big help to the nation's industrial growth. Because India did not have such development earlier, its locomotive plants had to produce for themselves many parts which American or European builders ordinarily bought ready-made from supporting industries.

A German engineer who worked at TELCO in the initial stages said the productivity of Indian laborers in a brand-new factory was lower than that of wartime conscript labor in German factories which underwent frequent bombing! No doubt the engineer would change his mind if he visited Jamshedpur today, but his remark illustrates the complexity of problems in a traditional society. The management and workers at India's two locomotive plants solved these problems by producing modern steam locomotives at low cost and in doing so have boosted their country's economic growth.

**Like everything else in India, passenger trains are desperately overcrowded. Near the end of the Hindu wedding season, scenes like this are a daily phenomena. You are looking at a local train running from Patna Junction to Gaya in 1963.**

Photograph by the author

# A Freak Wreck

**How did one engine get on top of the other? Maybe you can guess, before reading this article. The accident occurred on Feb. 3, 1898, on the Old Colony Railroad near Marlboro Junction, Mass., during a heavy snowstorm and a high wind.**

**by W. EMORY WARDWELL**

HIGH WIND and blinding snow had begun to slow operations on the Old Colony Railroad (now part of the New Haven) on the morning of February 3rd, 1898, when Perry White, the Northern Division dispatcher, ordered engine 470 to run extra with a snowplow from South Framingham northward to Fitchburg, Mass., about 40 miles on a single-track line.

The engine was a Mogul, class M-3, built in the Old Colony Railroad shops around 1890, and she pushed a huge Russell plow, in the cab of which were five men whose job was to raise and lower the snow-cutting wedge and watch for obstructions on the track ahead. This plow resembled an inverted V that sloped from the Mogul's stack down to track level. Because of the plow's size and the blizzard, engineer George Fairbank and his fireman, Frank Walford had very limited visibility from the engine-cab windows.

They made fairly good time, though, considering the weather. DS then ordered them back to South Framingham, setting up a meet at Marlboro Junction with a northbound three-car milk train pulled by 4-4-0 engine No. 684, formerly the 64, named the *Walpole*, built by Taunton in 1881, with engineer Charlie Eaton, fireman Clarence E. Wheeler, and a French-Canadian conductor, Joe Beaudreau.

On the return trip the plow train, assisted by the wind instead of bucking it, made mush faster time than had been possible on the previous run. With the order in his pocket giving them "rights" to Marlboro Junction, the conductor felt safe and gave free rein to the hogger, who checked speed only slightly at West Berlin to see if the signal there was set against them. It wasn't.

Like Marlboro Junction, West Berlin had a passing track. About 100 feet from the bay-window station, a small general store sold groceries as well as hardware, linen, cotton goods, and other items. The agent had made a quick trip to the store and was buying food for his supper when the plow train whizzed by like a sheeted ghost, muted by the snowstorm and unseen by the agent or storekeeper.

As soon as the brass-pounder got back to the warmth of his depot, dispatcher White wired to learn if No. 470 had passed. The agent replied, "No." Thereupon DS changed the meeting point to West Berlin and told the agent to show a red signal, on his manually operated semaphore, which he did, The dispatcher set up the new meet because the milk train also had made good time and was already waiting at Marlboro Junction and he figured he could get it to West Berlin before the plow arrived, thus shortening its time to Fitchburg.

In those days a state highway was being built to the Wachusett Reservoir and some of the heavy construction equipment stood near the West Berlin station. Soon after the agent had finished copying the new train order that came over the wire, the construction watchman stepped into the little station, shook the snow off his greatcoat, removed his fur-lined mittens, and held his hands over the round-bellied coal stove, through the mica window of which he could see white-hot flames dancing inside. After a preliminary greeting, he asked the agent:

"Why is your signal showing red?"

"Dispatcher ordered me to hold the snowplow for the milk train."

"Why," said the watchman, "that plow went through some time ago like a bat outa hell! I saw it with my own eyes."

"My God!" groaned the agent in sudden fright, reaching for the telegraph key to tap out a call, "DS-DS-DS—"

He told the dispatcher that 470 had got by him while he was briefly out of the office. But by that time it was too late to set up a new meet. All stations between West Berlin and the Junction had given their "Goodnights" and were closed for the day. Grimly praying for a miracle, White ordered out the wrecking train with a doctor and a nurse.

Meanwhile, as the Mogul approached Marlboro Junction on the single-track road, the five men in the plow's cab were relaxing and swapping stories until one of them yelled abruptly: "Here comes the milk train! It's a swipe!"

All five rushed for the door, but its handle had been broken the day before and was fastened with a rope. They couldn't move the latch until the conductor, George Moffett, released the bolt with his pocket knife. Then they tumbled out into the soft snow, unhurt, and scrambled up the embankment—just in time!

The two snow-covered trains crashed head-on near Hospital siding, about a mile north of Marlboro Junction. Engine 470, pushing the big cumbersome plow, had nearly been stopped; but the milk train, making about 40 miles per hour, rammed into the front of the plow, climbed up its sloping head end, and landed atop the Mogul's boiler, and both engines stood still. This demolished the plow and crushed the 470's wooden cab roof.

In climbing the plow, the milk-train engine broke away from her tender; and her fireman, Clarence Wheeler, fell in front of the tender and was inundated by water from its tank. He never quite recovered from the shock of this freak accident but later got well enough to work as a hostler in the Fitchburg roundhouse.

Joe Beaudreau, conductor of the milk train, lost no time climbing into the 4-4-0's cab and was astonished to find his engineer, Charlie Eaton, still there and in a daze. It so happened that a few days previous, Eaton had borrowed a pair of dark glasses from Beaudreau to protect his eyes from the glare of sun on white snow; and his first words to the conductor immediately after the wreck were:

"Oh, Joe, I've been meaning to return your glasses. Well, here they are."

At that moment fireman Eaton came sloshing through the snow and shouted to the hogger of the plow extra, "What in hell is your engine doing on this track?"

"Never mind that," Fairbank yelled back angrily. "You've got a damn nerve to be here yourself."

Fortunately, there was no loss of life nor even serious injury in the "piggyback" wreck, due to the bizarre circumstance of the Russell plow's design which had permitted the light 4-4-0 to ascend its sloping front. When the wrecking outfit arrived, efforts were made to dislodge the 684 from her lofty and precarious perch. The Eight-wheeler moved slightly, tugged by ropes, and seemed about to fall into the snow but then settled herself more firmly, and both engines finally were hauled to Framingham in the position shown in the photograph. There a derrick plucked the American type from atop the Mogul and set her back on the rails.

Neither engine required major repairs, and both remained in service for many years afterward, No. 470 became 610 and the 684 became 1712 in the New Haven renumbering of 1903-'04. The 4-4-0 was scrapped in 1919. History is not clear on what happened to the West Berlin agent. One report says that no blame was attached to him, to dispatcher Perry White, nor to any crew member. There is also a story to the effect that the agent was fired, moved to Fitchburg, and became a successful salesman in a retail store there.

Francis D. Donovan of 101 Winthrop Street, RFD 1, Medway, Mass., adds this postscript: "I was told by an operator at Walpole tower many years ago that on the day of the freak wreck a trackwalker would have been killed but for the fact that he stepped off the track to inspect a switch. It was established later that while he was thus occupied, the plow train swirled by him less than six feet away, but due to the snow and howling wind, he did not even know it. In fact, he argued afterward that no train had passed him in either direction! So it is easy to understand why the West Berlin agent made that same mistake."

Old Colony RR, engine No. 18 was named *Brant Rock*.

## Interesting Railfans No. 55

# DOROTHY A. LAUGHLIN

**by Freeman Hubbard**

DOWN in Florida, a petite hairdresser named Dottie is twice-married—to Robert M. Laughlin and a steam-powered tourist railroad, and she loves them both. She has other interests, of course, more than the average person, but with her the railroad and family come first. You *could* call her "Mrs. Gold Coast Railroad" if it weren't for the personable Lois Beekman having a prior claim to that title.

Even as a small girl in pigtails, ribbons, and bows, Dorothy never liked to play with dolls. She'd tease her sisters by taking their dolls apart to see what they were made of. Her favorite toys were saws, hammers, nails, and paint brushes. A tomboy she was then; today she's an all-round railroad handy man.

We know of only three female "hoggers" in North America. One is Dorothy Laughlin. The other two are Lois Beekman, wife of the Gold Coast's chief mechanical officer, and the teen-aged Carol Clark at Clark's Trading Post in New Hampshire.

When Dottie isn't running or firing the Gold Coast's 4-6-2 No. 153 (ex Florida East Coast Railway), she may be spelling Lois as station agent, working in the cars as trainman or peanut butcher, on guard at a crossing, selling souvenirs in the depot, doing a paint or cleaning job on the rolling stock, acting as a guide to the former Presidential car *Ferdinand Magellan* on the Gold Coast grounds, or absorbed in some handicraft hobby.

Born April 10, 1916, at Kenosha, Wisconsin, she remembers one grandfather as a Chicago & North Western crossing watchman in that town. Dottie often stood near him, gaping with wide-open dark brown eyes at the trains that rumbled by, listening to locomotive bells and steam whistles and the *chug-chug-chug* of rolling wheels, and smelling the acrid coal-smoke that streamed back over the car tops, but not even dreaming that some day she, too, would be driving a steam engine herself.

Circus and carnival trains have always fascinated her. Dottie also remembers when the North Western's first *400* steam-powered train stormed through Kenosha. Like other girls, she became interested in boys. At age 17, while she was concentrating on the Sea Scouts, a young marine radio engineer named Robert Laughlin caught her fancy. It was not love at first sight, as Bob sailed the bounding main and looked out over the waves he often thought of Dottie, and he enjoyed shore leaves with her.

In 1940 they were married, and Bob signed up with the crew of the *Sinaloa*, operating on Lake Michigan. Seven months later a storm wrecked the *Sinaloa*. Bob survived and hired out as a radio operator and purser on the Ann Arbor car-ferries so that his wife could ride the ship with him, which she often did; in course of time Dottie gave birth to a baby, Robert, Jr.

"Since my husband couldn't spend much time at home," she reminisces, "I would pack a few necessities, bundle up the baby, and board a car-ferry to be with Bob from two to four days at a stretch. We'd lash Junior into a ship's bunk to keep him from rolling out onto the deck."

During World War II they lived in Haiti, where Bob worked for three years. "To me it seemed like a three-year vacation," Dottie sighs. "The country is primitive, with rugged beauty. One day I returned to the States by plane, with a ticket on the FEC. But when I reached Miami station the agent had no reservation for me. He said I might have to wait days to get one, due to the heavy wartime traffic. Well, I had a three-year-old baby and no place to stay in Miami; so I took my nerve in both hands and deliberately boarded the observation car with little Bob and my bags, and kept out of the conductor's sight until the train started. After that I was safe. The conductor even found a seat for me."

**Dotty is ready to give a clear board. She is wearing a blouse she designed and embroidered, depicting engine 153.**
Miami News photo by Fraser Hale

Later, the Laughlins spent six happy years in Puerto Rico. "There we used one of the rooms in our eight-room apartment for a model railroad layout, and we got into the habit of reading *Railroad Magazine* every month. I read *Trains*, too, but prefer *Railroad* because it is more human and has a friendly attitude toward railroaders as well as fans. I also like its emphasis on steam power, its fiction stories, full-color covers, and Joe Easley's *Along the Iron Pike*."

One Sunday afternoon in 1962 the couple took their first ride on the Gold Coast Railroad that the Miami Railroad Historical Society operates. Right away Dottie wanted to become part of it. She asked Lois Beekman, then station agent

Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

**Gold Coast Railroad train consists of engine 153, combination car 259 from Seaboard, Pullman 136 from FEC, and former Apalachicola Northern caboose.**

**Dorothy Laughlin is one of the two Florida women qualified to run Miami Historical Society's Gold Coast RR. engine.**
Julian White, 34 Park Row, New York, N.Y. 10038

and secretary, what a woman could do around the railroad. Lois started her out as a peanut butcher but it wasn't long before Dottie was riding the cab.

"I wanted to get my hands on the throttle," she recalls. "Bob Beekman, who was the chief engineer as well as Lois' husband, let me work the throttle while he handled the brakes and watched for signals. On my fourth trip in the cab I ran the light Pacific myself, with Bob Beekman at my shoulder, and was I thrilled! After that I ran her 'most every Sunday. On one exciting trip we had a heavy downpour. I couldn't see more than a few yards ahead because cold rain hitting the hot boiler created a big mass of steam that blocked my view. I kept the speed down to 8 or 10 miles an hour and made the whole run, 3½ miles, by counting the trees, bushes, and stumps at my right side, for I knew just how many there were."

Frank Galunas, one of the road's directors, admires Dottie's exhuberance. "The first day she drove the 153," he writes, "I thought she'd have a nervous conniption, but afterward she seemed to be floating on air. And how she loves to talk! Many a time, in the days when she was a peanut butcher, the train was delayed while she *yack-yacked* with someone. But for all that, she is quick to do odd jobs for the railroad that have to be done."

Dottie soon caught on to locomotive handling. Her husband recalls having seen her, when she was firing, bring the engine back to the station with a half-glass of water and the steam gage right up at the pop-off pressure and the pops ready to blow. As an engineer, railfan No. 55 manipulates the throttle and brakes very well. An artist at blowing the whistle, she can make it moan for tape recordings.

And in other roles she is handy with

a paint brush, whether on the railroad or around her home at 711 S.W. 73rd Avenue, Miami, Fla. 33144. For example, she painted and striped one of the Gold Coast's cabooses. And last November, when the train was moved from the University of Miami South Campus to its present home at Port Everglades, the engine looked positively handsome in a new coat of black and silver paint applied by Dotty and Lois.

Right now the 153 is being retubed and getting a boiler inspection under Bob Beekman's general supervision to meet ICC standards. With the completion of these repairs early in June, the railroad will begin operation on the north perimeter of Broward International Airport between the Seaboard Air Line and FEC main lines. (The Gold Coast's mailing address is 811 S.W. Sixth Street, Fort Lauderdale, Fla. 33315.)

When time permits, Dorothy arranges showings of railroad movies and slides for out-of-state railfans visiting the GC. "I love to entertain them," she says, "because we have so much in common, and I like to display my collections of railroad-o-rama."

She amasses railroad things with the avidity of a pack-rat. Especially steam engine photos, timetables, menu cards, pencils, lamps, lanterns, plates, books, Christmas cards, newspaper clippings, tickets, sheet music, postcards, maps, jewelry, O gage toy trains, railroad photos. Much of this material is kept in scrapbooks.

"I have at least 40 sets of old toy trains in O gage," she boasts, "displayed on shelves which I built in my bedroom. I also built shelves for my husband's standard, O, and S gage miniature trains."

Her collection of more than 300 kerosene and whale-oil lamps includes a quaint specimen dating back to 1820 and seven railroad lanterns. All are displayed on shelves she built in the windows of her home and on a plate railing around the dining room. Dining-car stewards of various roads she traveled on gave her menu cards. She also has a rare set of menus made only for "The Great Gleason Express," an Atlantic Coast Line special operated some time ago for TV star Jackie Gleason. The prize piece in her railroad jewelry (pins, cuff links, belt buckles, charms, ear rings, etc.) is an open-faced watch of 1858. Much of this stuff will eventually be donated to the Gold Coast's museum.

Both Laughlins are members of the National Railway Historical Society, Miami Chapter, and The Train Collectors Association. She also belongs to the Metropolitan Postcard Collectors Club of New York and The Post Card Collector, based in California. Her picture postcards, at least 10,000 of them, one-third being railroad views, are mounted under plastic in albums.

Photography is another of her many hobbies. In the past four years railfan No. 55 has taken more than 1,000 pix, 35mm slides, including stations and other railroad subjects in addition to engines and trains. He first snapshot showed an old Ten-wheeler on the Manistique & Lake Superior that connected with the Ann Arbor car-ferries on which her husband used to work. She also likes to write letters and cards to railfans.

The blouses she wears while working for the Gold Coast have attracted much attention. Dottie made seven of them by taking the design off a metal scale model of the 153, transferring it to the blouses, and embroidering them. She also produced two handbags picturing that engine. At last year's Richmond convention of the NRHS, several delegates asked her to design shirts for themselves and purses for their wives, but she just couldn't find time to do so.

"Lew" Pardee, the NRHS president, who has known Dottie ten years, has always found her to be friendly and cooperative, and colorful with her railroad clothing. He enjoyed inspecting the railroadiana in her home. George Basch, a Long Island Rail Road crossing guard, who has fired for Dorothy Laughlin, says she likes to frequent "Flea Markets" to pick up railroadiana.

"She gets good buys at ridiculously low prices," he tells us, "because of her bargaining ability and her poker face."

Buck Price of Miami Shores sizes her up as having "more enthusiasm than ten ordinary persons put together," adding: "There's almost nothing she wouldn't do for the Gold Coast, even removing the grease from our engine's driving wheels. Dottie's fear of heights didn't stop her from helping to scrape and paint the roof of ex-Southern boxcar 2609-9, now belonging to the Gold Coast.

"One day, while driving the 153, she

Two Miami Herald photographs by Ray Fisher

**Dorothy and husband, Robert Laughlin, in dining room of ex-Presidential car *Ferdinand Magellan*.**

**In addition to her many other hobbies, the versatile Dorothy is a model railroad enthusiast. She has at least 40 sets of old trains in O gage.**

**Dorothy Laughlin has more than 300 kerosene and whale-oil lamps, as well as seven railroad lanterns (which, however, aren't shown here).**
Miami Herald photograph by Ray Fisher

**Dottie as peanut butcher: what's wrong with this photo? (Little Judy King isn't holding up hand.)**
Photograph by W. West King

got an incorrect signal for a highball. Climbing down from the cab, she walked back to the caboose and had a little discussion about railroad signals. It looked like the catcher in a baseball game going out to the mound to talk to his pitcher. Yes, Dottie's a great talker but also a good listener and is lavish with praise for work well done."

A busy little lady with too many irons in the fire, she has scant time for television. She dislikes most of the TV commercials, "especially those which tell us how to wash our clothes, brush our teeth, etc., as if we didn't have brains in our heads." However, she has appeared in TV and radio shows and been written up in several Florida newspapers.

Eleanor Hart, pen name for Eleanor Ratelle, Glamor Clinic editor of *The Miami Herald,* has published seven illustrated feature articles on Dorothy Laughlin, beginning with a Sunday color feature entitled "I Felt as Big as a Train." She quoted Dottie as saying, "I was so fat I could hardly squeeze into the engineer's cab." In November, 1963, when the lady engineer weighed 151½ pounds, which was a lot for her height, five feet, one inch, she phoned the *Herald,* explained her plight, and asked if the Glamor Clinic could help.

Yes, she was told, if she would help herself. Eleanor sent her a calorie chart and diet instructions—"the right foods; proteins to burn up fat, green vegetables, fresh fruit, and skim milk," but extremely little starch (bread, potatoes, spaghetti, etc.) and no sweetened soft drinks. Two months on this well-chosen diet reduced Dottie to a slender 120 pounds, and the Gold Coast people began calling her "Skinny."

Other *Herald* articles told about the exercises that Dottie took (and still takes, about ten minutes daily) to keep trim, supple, and physically fit; the correct way to walk, her good posture, skin facial treatment, etc., all illustrated with photos of her. But Dottie smokes cigarettes and wishes she didn't. For some strange reason, she refuses to apply to this habit the will-power she used in paring off avoirdupois.

"Taking my first cigarette was the biggest mistake I ever made," she admits.

Two of the *Interesting Railfans* in our series are policemen. So is Dottie's son, Robert, Jr., now 25 and living in Alabama with his wife Janie, and their little daughter, Connie Jean.

"We are animal lovers," the grandmother says. "During the time Bob and I lived in Haiti I would occasionally bring home a stray or mistreated dog, and when my German shepherd died I cried for weeks."

Always ready to help the unfortunate, whether beast or human, Dorothy heard one day of a poverty-stricken family of eight which had practically no furniture and ate their meals on the floor. She picked up the phone, called a friend who had a station wagon, and had him deliver the Laughlins' entire dining-room set to that family. Bob is proud to see his wife help other people, but sometimes she goes so far that he puts a stop to it.

Five years ago, the subject of this sketch was appointed libarian and historian of the Gold Coast organization. In between other jobs, she is now cataloging the GC's museum items, taking charge of the library for club members, serving on the board of directors and, as associate editor, helping to put out the group's mimeographed monthly news letter, *Steam 'N Steel.* How she manages to accomplish so much is a mystery to us—she's full of energy.

"What do you do when things seem to gang up on you or you feel depressed?" we asked.

"In times of trouble," Dottie says, "faith in God and prayer invariably keep me going." ●

Ames W. Williams, Alexandria, Va.
**Dottie at 1966 convention of NRHS in Richmond with a handbag she made.**

**ASK BARBARA:** Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

# INFORMATION BOOTH

**1** ***How did the Louisville & Nashville acquire ownership of the General?***

It didn't. L&N only leases her. The State of Georgia holds title to this 112-year-old woodburner, which ran on the state-owned Western & Atlantic Railroad even before she was named *General.* At present she is in the L&N's Louisville shops, in running order and available for exhibition tours (but not fantrips). The *Texas,* which chased her in the exciting raid of 1862, is housed in the Cyclorama Building in Grant Park, Atlanta. There is some likelihood that the Legislature will cancel the lease and bring the *General* back to Georgia.

**2** ***Why does the Seaboard include the words "Air Line" in its corporate name?***

When the SAL was being put together in the 1890's, it was the shortest route between Portsmouth, Va., and Tampa, Fla.—"as the crow flies," i.e., air line. (SAL has North America's longest piece of tangent track, 79 miles between Wilmington and Hamlet, North Carolina.)

A New Haven predecessor was the New York & Boston Air Line, prior to 1879, which used as an argument in selling stock the fact that its route between New Haven and Willimantic was 20 miles shorter than the Shore Line through Providence, R.I., and 15 miles less than via Springfield. The famous White Train or Ghost Train (1891-'95) operated over what was called "The Great Air Line Route."

A few other roads used that term. For example, the Piedmont Air Line (now part of the Southern Railway) and the projected New York-Chicago Electric Air Line Railroad, a high-speed interurban that never really got started. (May '33 *Railroad* had an illustrated feature on the latter.)

**3** ***"Saga of Old Broad" (May issue) reminds me of a Broad Street Station poem by Christopher Morley. Do you have a copy of it?***

Yes. We are reprinting "Elegy in a Railroad Station" from a little book of Morley's poems entitled *Gentlemen's Relish* (W. W. Norton & Co., New York). The "Walt" referred to was Walt Whitman. When editor Freeman Hubbard was a young newspaperman working for the *Evening Public Ledger* in Philadelphia, his desk adjoined that of Chris Morley, columnist and railfan.

**I've always been in love with railroad stations:**
**By no means least of man's superb creations.**
**Particularly I rate high**
**Old London termini,**
**Liverpool Street (cathedral of catarrh)**
**Where antique bathtubs in the cellar are;**
**And you may know**
**Altars of the great gods To and Fro**
**At Paddington, Euston, King's Cross, Gare du Nord,**
**La Salle Street in Chicago, Windsor Montreal.**

**The Lackawanna on Hoboken shore,**
**The B&O beloved Mount Royal, Baltimore.**
**Even little Roslyn, on fish-shaped Paumanok,**
**Where the Long Island falters, still in hock —**
**Too many I love, to list, but of them all**
**None ever gave me quite such sublimation**
**As Broad Street Station.**
**Maybe tops of all I rank it**
**Because it was there, by jeepers,**
**Walt climbed aboard the Pullman palace sleepers**
**And tucked his noble beard outside the blanket.**

**I repeat your story, Broad Street Station!**
**The proper shrine, the true Main Line,**
**Of Immortality the Intimation;**
**Such offsteam blowing,**
**Such bells, and hells of coming and going,**
**Suburban cowcatchers' dainty snouts,**
**Beautiful barytone *All abooaard* shouts,**
**Drive wheels, and firebox glowing.**

**Nothing was so holy as the Local to Paoli (15 and 45) when we were youngalive**
**For Wynnewood, Ardmore, Haverford, Bryn Mawr**
**Or anywhere along the PRR.**
**Then, as child, boy, student, family man,**
**We were too self-occupied to scan**
**That gigantic arch of joys and pains**
**When trains were really trains.**

**There beneath tall wheels, fierce jets of steam,**
**We guessed the bulk and power of dream;**
**To shorten space and anguish to appease**
**The engine rests at crouch and purrs at ease.**
**People cry God bless you's and So Long's,**
**Gates contract or widen like lazy tongs—**
**Good-bye, Good-bye! No wonder I**
**Preserve in pure imagination**
**My memory of Broad Street Station.**

**4** ***Tell me how welded rail is laid***

O. W. Brooks of Emporia, Pa., who sometimes handles such work, says lengths of welded rail are called "strings" while individual rail, 39 feet or less, are "sticks." Cars to carry strings of welded rail are rebuilt from wooden gondolas originally built between 1901 and 1920 and no longer fit for revenue service. Normally such cars would be scrapped and replaced by modern all-steel gons with greater capacity. The old wooden gons were 40 feet long, the steel ones 52½ and 65 feet.

Early in the century, gons were of wood construction with drop-end gates. These gates were hinged on the car floor with a sort of hook-and-eye affair and were latched at the top of the car when used in a vertical position. The car could be used with end gates vertical or horizontal, depending on the lading. End gates are no longer used; the ends are now built solid. The specially built-in feature of rail-laying cars is that each one has a 32-compartment rack (4 layers of 8 rails per layer about 45 rails high. Each cubicle is an individual space with a roller for each rail to rest on for easy loading and unloading. Each rail is entirely separated from all others.

Ends of welded rail are secured to rail in the track. Then the train moves out from under it at a "slow walk," after first threading it through the rollers. Walkie-talkie keeps the man in charge in touch with the engineer. To get by switches, the rail is unloaded as if no switch existed. After the rail is laid, it is cold-cut near the switch. Then the cut section is pulled past the switch with a Burro Crane, and the laying is resumed.

When the Pennsy readied its test track for the Northeast Corridor project it used more than 300 men to lay 17 miles of 140-pound welded rail (4 miles already had welded rail), install 25,440 ties, and string 21 miles of heavy catenary wire (replacing the lighter wire that could not accommodate the high speeds contemplated).

Working four 10-hour days weekly, rail gangs used two rail trains and 22 pieces of track machinery to lay 1400-foot sections each week. By the time fast trains start running in October, the Pennsy will have laid more than 227 miles of welded rail, replaced 291,560 ties, added over 210,000 tons of ballast to the roadbed, and surfaced and lined the entire distance.

**5** ***To what extent are railroads responsible for the constantly rising prices of food?***

Very little, according to the U.S. Department of Agriculture, which reports that despite the increasing cost of operation, rail freight charges have maintained a fairly even level of 10 percent of total food cost in the past 20 years. The report adds: "The railroads have done an excellent job of holding down transportation costs on the types of agricultural products which they haul. And they have recovered some of the traffic lost to motor trucks, such as some meat and frozen food through adoption of specially-adapted equipment for handling the products."

Fifty years ago, recalls A. von Blon, 1208 Locust St., Muskogee, Okla., the Frisco entered the fight against the high cost of living by leasing most of its 5,254 miles of right-of-way to employes and farmers for truck gardening. A lease cost only $1 a year for as much right-of-way as any man could use. Von Blon asks, "Did any other railroad adopt this practice?"

**6** ***How many cars are in the Ringling Bros. and Barnum & Bailey Circus train?***

Twenty-four. Its 14 sleepers, 6 end-loading baggage cars, and 4 diners and auxiliary cars provide quarters for 300 performers and other personnel, 20 elephants, 45 horses, 9 lions, 2 llamas, 2 zebras, 3 camels, 11 tigers, and 100 doves. Last year this train traveled 19,436 miles on rails to put on shows in 50 cities.

**7** ***What can you tell me about the Claiborne & Polk Military Railroad?***

The 711th Railway Engineers built it in 1942 for training purposes, between Camps Claiborne and Polk in Louisiana. It had 50.15 miles of mainline trackage, 9 oilburning steam locos, operated with timetable and train orders, and was abandoned in 1946. Engines 1 through 7 were 10-wheelers built by Cooke in 1902 for the Texas & Pacific and sold to the Army in 1942. Weight 123,000 lbs., tractive effort 28,000 lbs., cylinders 20x26", boiler pressure 200 lbs., drivers 56", wheel base 53'6", water capacity 6500 gals., oil capacity 2790 gals.

We don't know why engine numbers 8 and 9 were skipped. Lima built Consolidations 10 and 11 in 1942 for the Army. Weight 160,500 lbs., t.e. 37,000 lbs., cylinders 21x26", b.p. 210 lbs., drivers 50", wheel base 56' 8⅞", water cap. 6500 gals, oil cap. 1800 gals. This info. came from William T. Church, Missouri Pacific conductor and ex-sergeant in the 711th Ry. Engrs., 1011 W. 52nd St., North Little Rock, Ark.

**8** ***Why doesn't the latest* Official Guide *mention the new railroad that runs between Seagraves and Odessa, Texas?***

Because construction of the Permian Basin Railroad, as it is called, has only just started. The ICC authorized the building of such a line only last March.

**9** ***Can you supply the old poem "Gould's Signal" and tell us the story behind it?***

Yes, indeed. William Gould was an engineer on the Boston & Providence Railway (now part of the New Haven). On April 19, 1873, he was pulling a steamboat train, so called because it met the steamboat *Stonington* daily. It consisted of a 4-4-0 engine, 3 baggage cars, 3 coaches, and a smoker. Aboard were 91 passengers, most of them bound for Boston, and 15 railroad employes.

Making about 40 miles per hour down grade at Richmond switch, the train approached Meadow Brook, R.I., over a bridge which had been repaired a short time before. Unwilling to pay the low wages of a watchman for duty at this point, B&P officials had said the bridge was perfectly safe. But it wasn't. During the night a nearby dam broke and a mighty rush of water undermined the abutment, which extended barely six feet above the river bed, leaving only the naked rails.

At 8 a.m. in broad daylight Gould and his fireman, George Eldridge, must have been terrified to discover suddenly that the bridge was gone. Gould reached for the reverse lever while his companion sounded the sharp call for brakes. It was too late! Carried along by her own momentum, the engine leaped the watery gulf and buried her long pilot in mud on the opposite bank.

Live coals from the firebox quickly turned the baggage cars into a mass of flames while overturned oil lamps and round-bellied coal stoves set fire to the coaches. Passengers screamed and prayed. Several climbed out of the wreckage but, unable to swim, were swept to death by the strong current.

A Shore Line mail train from New York City, following ten minutes behind, was flagged in time to avert a second disaster. The mail then made a fast run back to Westerly, R.I., for doctors, nurses, and medical supplies.

Seven victims perished. Long before rescuers could reach the engine cab, its occupants had gone to glory. When they found Gould's body his lifeless hand was still clutching the reverse lever.

Engineer Gould's home stood close to the railway crossing at Elmwood, R.I., a suburb of Providence. Whenever his train passed it in daylight or darkness he would sound a distinctive whistle signal to greet his wife and let her know he was all right. Here is the poem:

**Two low whistles, quaint and clear**
**That was the signal! The engineer,**
**That was the signal that Gould, 'tis said,**
**Gave to his wife at Providence,**
**As through the sleeping town, and thence,**
**Out in the night,**
**On to the light,**
**Down past the farms, lying white, he sped.**

**As a husband's greeting, scant, no doubt,**
**Yet to the woman looking out,**
**Watching and waiting, no serenade,**
**Love-song, or midnight roundelay**
**Said what that whistle seemed to say:**
**"To my trust true,**
**So, love, to you!**
**Working or waiting, good-night!" it said.**

**Brisk young bagmen, tourists fine,**
**Old commuters along the line,**
**Brakemen and porters glanced ahead,**
**Smiled as the signal, sharp, intense.**
**Pierced through the shadows of Providence:**
**"Nothing amiss,**
**Nothing it is;**
**Only Gould calling his wife," they said.**

**Summer and winter the old refrain**
**Rang o'er the billows of ripening grain,**
**Pierced through the budding boughs o'erhead,**
**Flew down the track when the red leaves burned**
**Like living coals from the engine spurned!**
**Sang as it flew**
**"To our trust true,**
**First of all, Duty. Good night!" it said.**

**And then, one night, it was heard no more**
**From Stonington over Rhode Island shore,**
**And the folk in Providence smiled and said**
**As they turned in their beds, "The engineer**
**Has once forgotten his midnight cheer."**
**One only knew,**
**To his trust true,**
**Gould lay under his engine, dead.**

## Running Extra

An addition to our list of four railroads that built diesels (May issue) comes from a Southern roundhouse foreman, E. L. Griffin, RFD 7, Box 580, Asheville, N.C. 28803: "In 1951

the Southern built B unit No. 4429, type F, at its Spencer shops. It was a copy of the B units EMD delivered to the company earlier that year, and carried brass plates stating where built and construction No. 1, but years ago someone removed them, possibly for a souvenir."

This magazine wants someone to research for — and write — an article covering all diesel-building by U.S. railroads. Who is available for that assignment?

"Your recent articles on Broad Street Station, Philadelphia, and Penn Station, New York, aroused memories of World War II when I was in the Army, based at Fort Monmouth, N.J., and passed through both terminals many times and slept on their benches," writes F. H. Hilliard, Rte. 2, Box 125-A, Byhalia, Miss. 38611. "Red Cross girls would tag the service men waiting for trains and awaken them at train time.

"Beautiful Union Station at Memphis, Tenn., will soon be razed and replaced by a post office if the city fathers' plans are carried out. Also in Memphis, the old Lauderdale Street depot, in use since 1854 and still in good condition, has just been sold and closed and will be partly dismantled. There is some talk of making one section of it into a railroad museum. Was any other U.S. station in service for nearly 113 years?"

"What Canadian railroads ran out of Flin Flon, Man., with the initials HB&SC and between Pointe Noire and Clark City, Que., initialed GP&R?" asks Al Franck, Box 171, Richmond Hill, N.Y. 11418.

Info, on sorting mail in RPO cars is wanted by J. A. McCallum, Ralston, Alta., Canada.

"What happened to the two Shays that Brooks Lumber Co. operated at Alorka, N.C., in the 1920's or '30's?" asks G. B. Greene, 811 South St., Gastonia, N.C. 28052.

Our May issue stated: "We don't know of any North American railroad hiring men for engine service today." Comment from Woody Power, Farmersburg, Ind. 47850: "The Pennsylvania Railroad, Southwestern Division, is hiring firemen. The Pennsy has just hired me as a fireman and is advertising for firemen and brakemen every day in the Indianapolis newspapers."

From Southern Pacific engineer George A. McCarron, 241 Charles Drive, San Luis Obispo, Calif.: "Through a variety of reasons such as deaths, retirements, etc., the operating officials of some railroads are juggling the existing number of firemen in an effort not only to fill the required firing vacancies but also to provide an adequate reservoir of future locomotive engineers. Since many roads have adopted a rather curious policy of refusing to rehire former experienced firemen, severed from employment by a Presidential Railroad Commission award, their only alternative is to employ student firemen. I predict there will be a goodly number of them very soon."

Our February issue, pages 36-37, carried photos of the program for training apprentice engineers on the Louisville & Nashville in cooperation with the Brotherhood of Locomotive Engineers—a program which, as L. G. Griffin, Milwaukee Road engineer, tells us, could be a model for other roads.

"This program is the kind I envisioned months and months ago," writes Perry S. Heath, grand chief engineer of the Brotherhood, "when I warned the carriers that shortages of locomotive engineers would develop and that apprentice engineer programs were the logical solution of the problem."

Further details on the sidewheeler train-ferry *Pelican* (May issue, item 5) come from E. Harper Charlton, 4503 Claycutt Rd., Baton Rouge, La. 70806, and Otis Holloway, 2235 Charjean St., Memphis, Tenn. 38114.

"Built in 1902," Charlton writes, "the *Pelican* entered service on the Vicksburg, Shreveport & Pacific Railroad at Vicksburg, Miss. In 1909 she came to Baton Rouge and started ferrying trains for the Frisco (which later became the Missouri Pacific's Gulf Coast Lines). I was the first night clerk employed on her there. In 1923 the larger *George H. Walker* replaced her at Baton Rouge and she went back up-river and into Illinois Central service between Trotters Point, Miss., and Helena, Ark. I believe she was retired in 1961. I would like to hear from anyone who can supply additional info."

"She is not retired," according to Holloway, "but is still there, majestic as ever, though nowadays a tug or towboat is pushing her across the river. She can hold a single diesel loco and a dozen cars. As a boy prior to World War II, I was intrigued by her huge paddlewheels and twin stacks. I still marvel at loading the old boat with the moveable track and ramp that are used on the Arkansas side, same as on the Mississippi side."

Retired Pennsy clerk F. L. Braden, 1208 Cochran Ave., Baltimore, Md., is writing a paperback book to be called *As It Happened: True Facts.* He needs actual experiences from railroaders and Railway Express Agency workers and wants help from our readers. (Note to F.L.B.: You can find thousands of suitable anecdotes in old issues of *Railroad Magazine.*)

1851 — 1883

1923 — 1936

1883 — 1896

1936 — 1950

1896 — 1923

1950 — 1966

**Development of the IC emblem. The latest design is shown here.**

James Laessle, a hobbyist since 1958.

# He Collects LOCOMOTIVE PLATES

AMONG the 59 collectors of locomotive builders' plates listed in the semi-annual *Plate Collectors Directory* is James R. Laessle, 736 Stone House Road, Moorestown, N.J. 08057, who boasts more than 100 such plates, plus other railroadiana.

It all started with a visit to the Pennsy roundhouse in Philadelphia in April, 1958. While in the foreman's office introducing himself, Jim noticed some steam locomotive hardware leaning against the wall and asked if he could buy such items. The foreman said: "Yes, but only from the purchasing agent," and showed him a long list of people's names and the artifacts they had ordered. Many names had been crossed off as the retirement of steamers made certain items available.

That night Jim sent an order for a builder's plate to the PRR purchasing agent. After two months of correspondence which must have cost the railroad a fair amount of money, he mailed a check for $9 and received a builder's plates from an M-1 and a red and gold metal keystone from a J-1. The Pennsy had a rule, "One item to a customer," but made an exception in Jim Laessle's case because he had formerly been an apprentice engineer in the road's Maintenance of Way department.

Exultant, Jim got a *Pocketbook of Railway Officials* and began writing to purchasing agents all over the country, asking for Baldwin, Lima, and Alco plates. Most replies stated: "Sorry, no plates. Steam is long gone." But there were fruitful results, too. Some roads offered plates for $1 apiece plus express charges. A few sent them free of charge by return mail!

But Lima plates were hard to find. At length Jim obtained such a plate out of "special consideration to a stockholder," having applied to a road in which he owned stock and which used Lima engines during the Steam Age. After that, "the sky was the limit." Jim wanted more plates, from various builders, including Canadian. On the advice of an acquaintance, he queried the Association of American Railroads for sources of plates. Norfolk & Western sent him a list of scrap dealers. An English *Directory of Railway Officials* listed names and addresses of purchasing agents all over the globe. The *Plate Collectors Directory* set up many a trade. *Railroad Magazine's* free *Switch List* and *Trains'* 15c a word department *Interchange* supplied a few more.

Jim wrote more than 500 letters on the subject. As a result, he now has 122 builders' plates and a dozen number plates. Of these, 67 are American, the rest foreign, but none from South America or the Orient. For some countries, correspondence stretched out over a two-year period to get a single plate. Years ago, a local newspaper story describing his collection led a deceased engineer's sister to identify "a funny hunk of metal" in her basement as a builder's plate from her brother's locomotive.

"You can have it if you want it," she said.

Thus Jim acquired his oldest U.S. plate, from an 1889 Reading Camelback. Even older is one from Beyer Peacock, 1877. Of greatest historic interest is Jim's Beyer Peacock plate from the loco that in 1901 headed the Royal train carrying the then Duke and Duchess of York, later King George and Queen Mary, on their visit to Australia. Still another prized plate came from British Railways' Coronation class engine No. 46221, named *Queen Elizabeth.*

Besides gifts and purchases, Jim Laessle has acquired plates by swapping for other plates, lanterns, magazine subscriptions, and LP records. He even got 3 builders' plates by winning a bet on an international sporting event!

In some cases, correspondence which originally led to acquiring plates has been continued in lively fashion with regard to other matters and is a source of much satisfaction to the Moorestown collector. Among the subjects dealt with in these letters are the Berlin Wall, the independence of African nations, racial problems, and Vietnam, to mention just a few. Another by-product of plate-searching letters has been replies such as: we have no builder's plates, but how would you like a *Locomotive Cyclopedia*, marker lights, or a number plate?

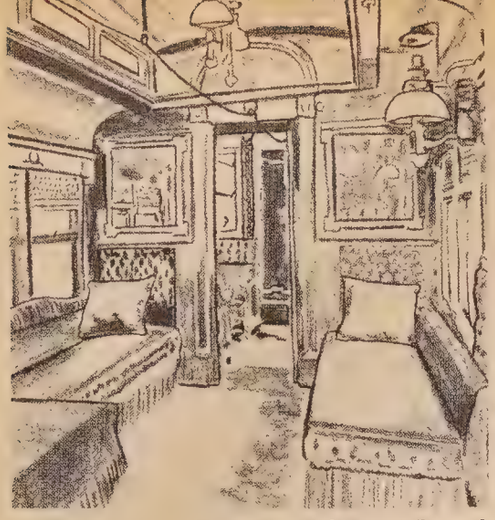
Jim has made earnest efforts to obtain a photograph of each engine for which he has a plate. Many such pix he got from *Railroad Magazine* creditliners such as Bill Warden, Harold K. Vollrath, and H. L. Broadbelt. For some plates he sought history and specifications as well as photos. On rare occasions when he received plates without identification of the locos from which they came, he got the necessary information from Charles E. Fisher, president of the Railway & Locomotive Historical Society, of which Jim is a member and which has a fine record of American locomotive construction.

At first all the plates in the Laessle collection, together with photos of the engines they came from, were hung on his garage walls. But they soon outgrew that space and so he moved. On a portable 3-panel screen a small part of the lot has been exhibited at civic club luncheons, hobby shows, and annual "open houses" of the National Railway Historical Society, West Jersey Chapter, of which Jim is vice president. Two Moorestown newspapers have carried feature stories on the collection.

In addition to R&LHS and NRHS, Jim belongs to the Rocky Mountain Railroad Club and the Canadian Railroad Historical Society. All of these clubs regularly issue publications which, besides *Railroad Magazine* and *Trains*, keep him posted on railroad news and railfan doings.

"I consider myself a realistic railroad booster," he writes. "Last summer our family went west for a vacation, not in our car but on trains, including the *North Coast Limited*. And several years ago, when a business of which I am president ordered several carloads of lumber from the West Coast, I specified that it be shipped by rail on flatcars. This, in turn, made the dealer realize the saving in this form of transportation, so that now more of his lumber arrives by rail rather than by uneconomical truck."

We asked Jim how he got interested in railroads in the first place, and he traced it back to watching from his bedroom window the Pennsy's E5-powered *Long Branch Express* that passed his home when he was a boy dressing for school. He mentioned also several overnight trips to Detroit in opened-screened-window and cinder-sheeted Pullmans, all circa 1925. Oh, yes, and he has been reading *Railroad Magazine* for many years. That helped a lot, too. ●



From The Wall Street Journal

# RIDING IN STYLE

## by John W. Williams

Staff Writer on *The Wall Street Journal*

ROBERT T. HOGAN is a holdout from the jet age. But he's holding out in style. Mr. Hogan, a Chicago insurance executive, prefers to travel on his elegant private railroad car, the *Maggie Daley*. The car has a mahogany-paneled dining room that seats 10, three master bedrooms each with shower and bath, a pantry-galley, a lounge and other features.

Mr. Hogan takes *Maggie* to Notre Dame football games in the fall. In May, he and *Maggie* roll off to the Kentucky Derby. This summer he plans a relaxing tour through Colorado, and in the fall he plans to ride to Mexico in splendor. He simply prefers the soothing clackety-clack of the *Maggie Daley* to the nerve-shattering whine of a 707.

"You have to ride in one of these cars to appreciate it," he says.

Mr. Hogan isn't the only holdout. Contrary to what you might expect, private railroad cars didn't go out with "Diamond Jim" Brady. They still are the main mode of transport for a group of enthusiasts who hate crowds and who have time and money to spare.

There are less expensive hobbies. The cars cost anywhere from a few thousand dollars to more than $100,000 to buy and renovate, and Mr. Hogan estimates he pays railroads $10,000 a year for the privilege of hooking *Maggie* onto their trains. In addition, he has to pay his on-board help.

John Stodelle, a San Diego advertising and public relations man, says it costs him $1,000 to ride in his car, the *Cyrus K. Holliday,* from San Diego to Las Vegas. The cost, he notes, is "considerably more than the $20 bus fare."

So why not take the bus and save $980? For one thing, the *Cyrus K. Holliday*—"a beautiful 100 tons of fun"—is a bit more luxurious than the average Greyhound, and for another the *Cyrus K.* is a better place to entertain customers. Mr. Stodelle can take clients onto his car and have "underplay conversation with a pitch in it."

Indeed, the owners of private rail cars say they are great for business. Attorneys for disputants "are more reasonable when they meet in the pleasant surroundings of this car," says Mr. Hogan.

D. E. Taylor, an investor and a director of the New York Central, who is currently on his third private car, says, "When I stop in Chicago I can invite people to a business dinner and never have to worry about getting a hotel room."

The Permacel division of Johnson & Johnson recently purchased three 45-year-old commuter cars from the Reading to use as classrooms to train salesmen. The *Permacel Express* is surely one of the plushest classrooms in the country. Among other things, it boasts a solid oak bar with brass rail, brass cuspidors, a player piano, Tiffany lamps, red velvet chairs, black marble cocktail tables—and a blackboard.

**"I would no more lease or rent the *Virginia City,*" says Charles Clegg, "than I would lease or rent my dog."**

Comfort and convenience are often listed as reasons to have a company rail car, but officials of a Georgia company offer two more reasons: Economy and time-saving. That may be hard to believe, but officials of Interstate Textiles Industries Inc. swear it is true.

"If you fly, it tears up a whole day," says Glenn H. Plumlee, president of the Rossville, Ga., company. "We figure we can save a workday by using the car on overnight trips to such cities as Chicago, Washington or New Orleans."

And, he adds, when you figure in the cost of hotels a private rail car is far more economical than a private plane.

Most owners have a deep affection—if not an outright love—for their cars.

"I would no more lease or rent the *Virginia City* than I would lease or rent my clothing or my dog," says Charles Clegg, author and partner of the late Lucius Beebe.

The 22-year-old *Virginia City,* refurbished into Venetian renaissance splendor complete with marble fireplace at a cost of $125,000, has been sought, unsuccessfully, by major chemical and steel companies for use on special promotions.

The relationship between car and rider is considered such a private affair that most railroads won't even divulge the list of privately owned cars.

"That would be like asking Tiffany's for a list of $10,000-bracelet owners," says one railroad officer.

The railroads themselves own a number of private cars. These "business cars," as they are called, transport important customers and notables, such as General Eisenhower, who merely have to pay the price of a first-class ticket.

Persons who have their own railroad cars pay considerably more. Generally, the carriers charge the equivalent of 18 first-class tickets to transport a private car between cities. In addition, they charge about $40 a day to park the cars, which are supplied with electricity, steam, and water while on the siding. For special events, like the Mardi Gras, a bowl game, or the Kentucky Derby (which attracts 50 or so private cars) the parking fees can run to $150 a day.

***Permacel Express*** **(seen below) is now on sales-training tour. (Above) Executive lounge in the classroom car.**

**Original oil painting, done in 1897, behind the bar in dining-parlor car, depicts Greek mythology: Paris presenting golden apple of love to Helen of Troy. (Below) Typical scene in classroom on the** ***Permacel Express.***

Money isn't the only worry. Hastings Harcourt, a director of the publishing company of Harcourt, Brace & World Inc., says he has to arrange days ahead to have a switch engine from a neighboring locale chug into his home city of Santa Barbara, Calif.—which has no resident switch engines, to pull his car off the siding.

"You've heard about being landlocked," he says. "I'm rail-locked." But Mr. Harcourt isn't complaining. He spent $34,000 for the car a year and a half ago, and has put an additional $20,000 on it. "It may seem ridiculous," he adds, "But it's fun."

For the person who wants to make an impression but can't afford his own private car, there are rent-a-car services. John W. Ferris, owner of Indiana Die Mold Co. of Fort Wayne, has nine cars available for charter. William Butterworth of Moline, Ill., says he rents out his *Reveler* observation car more than he uses it himself. Charter rates vary but range up to $150 a day plus towing costs.

One of the most elegant cars available for charter is the *Quickstep*, built in 1916 for a railroad executive. It's now owned by a firm set up by Paul R. Ilyinsky, a Cincinnati real estate broker, and Bayard L. Kilgour Jr., chairman of Cincinnati & Suburban Bell Telephone Company.

"We completely refurbished her," says Mr. Ilyinski, "so that she now displays a satisfactory amount of brass and velvet and looks every inch the grand old lady she is."

Canadian Pacific has available a few business cars for charter, especially to Expo 67. Each is air-conditioned, sleeps 6 to 8 in bedrooms, has a lounge, dining room with bar, kitchen, and, as a rule, two stewards, including a chef. Interested parties may contact the CP's Public Relations Department in Windsor Station, Montreal.

There apparently is a shortage of cars to be bought at what are considered reasonable prices. A railway historical group in Richmond, Va., owns three private cars and is constantly "searching for more that are not too expensive," a spokesman says.

For persons to whom money is no object, however, there seems to be no shortage. Railcar builders will still make private cars—for anywhere from $200,000 to $500,000.

## Steve Maguire's

# TRANSIT TOPICS

RESIDENTS of Atlanta, Ga., are delighted with the signing of contracts for preliminary engineering on the rapid transit system proposed for their city. Instead of merely a hope, the project has begun to take shape as a reality. The Federal Government will pay $369,000 and the Metropolitan Atlanta Transit Authority $184,000 for studies of the two most likely routes, including their impact on the city's present privately-owned transit system.

Stephen D. Maguire

Meanwhile, Maryland is being asked to help pay for a transit system intended also to serve Virginia and the District of Columbia. While the Washington Suburban Transit Commission will bear most of the cost, some financial aid is being sought from states through which the line will run.

Mexico City also may get a new rapid transit system, exults Luis L. Torrealba, Apartado 838, Mexico 13, D.F. The Federal Government there has already allocated some $132 million (Mexican) for preliminary work. The operation—known as Metropolitan Railway and referred to by residents as "El Metro"—will have two long crosstown routes, north-south and east-west, intersecting in the city's center, probably near the Cathedral. Due to the soft soil, only 5 miles will be underground, the rest on surface or elevated. A French company is expected to finance and build the lines.

One Veracruz trolley route, Playa Bravo, involving only 6 blocks of track has suspended service. Luis doesn't know whether or not it will ever be restored. However, the cooperative owners of the city's trolley system are old time motormen used to running streetcars and presumably unwilling to change to buses.

URBAN mass transit is discussed in a new book by Roger Starr: *The Living End,* published by Coward-McCann, New York. "Our attempts to design a more attractive transit system are self-defeating," he writes. "If we want speed, we must limit the stops until they are put so far apart that automobiles are needed to get to them. If we want convenient stops, we get slow trains. No matter how attractive we want the train schedules to be, the pressure of American geography molds us into a system not too different from that which has already failed to attract.

"Of course, railroad cars can be clean, when they are new—but they do not remain new forever. To keep them clean requires high maintenance charges; to replace them regularly, high capital expenses. As a result, off-hour service is bound to be expensive to run, and relatively slow to ride on."

CARDS displayed in New York subway trains state: "Every day 30 tons of litter left by passengers are removed from your subways." But even worse than litterbugs are the teen-agers all over the country who deface subway cars, trolleys, and buses with indelible marking pencils and deliberately cut open the upholstered seats.

SNOWSTORMS of last winter which tied up the Chicago South Shore and South Bend Railroad for several days have jeopardized the financial stability of this line now under Chesapeake & Ohio control.

In 1966 both income and expenditures were up from 1965, according to James B. McCahey, Jr., president and general manager, with a net income of $246,325 as against $180,065 in 1965. Even so, McCahey forecast: "1967 will be most difficult financially for the South Shore. There is a continuing rise in prices of goods and services, and the costs of maintaining our antiquated passenger equipment continue to balloon. Furthermore we face the sharp impact of recent and proposed labor settlements, as well as the substantial loss of freight revenue and mountainous increase of operating costs due to the winter storms."

For persons interested in the South Shore line, a set of three 12″, 33 1/3 rpm recordings of the complete run of interurban car 108 from Chicago to South Bend has been released by the Railroad Record Club, Hawkins, Wis. 54530. Playing time, about two hours. Price for the set, $12.49 (Wis. residents add 3 percent tax).

EUROPEAN tour for 3 weeks to visit specially-picked trolley and interurban lines that still use American-built cars will be sponsored by trolley-fan Frank E. Butts, who has been to Europe several times, provided 25 persons will sign up for it. Starting Sept. 7th from New York, the escorted group would fly first to Portugal. Then at Sintra and Barcelona, Spain, they would see single-truck Brill open cars, PCC's and old interurbans in a subway system, and later stop off in other cities all the way to Switzerland. Cost of package tour, around $800. Details available from Frank Butts, 476 N. 5th Ave., Sturgeon Bay, Wis., or Swiss Air Lines, Milwaukee, Wis.

TAMPA International Airport in Florida may soon have a Skybus-type of service shuttling air passengers over the 1000 feet between the main terminal building and 4 loading platforms. Westinghouse Electric Corp. has been asked to supply 8 rubber-tired, automated, electric vehicles, each holding 40 passengers and making the trip in 40 seconds, as sort of a horizontal elevator rather than a real transit system. Perhaps Tampa has actually come up with a practical use for the Skybus experiment which closed last year at Pittsburgh, Pa.

Denial of a recent statement that Kansas City is the nation's only city with a downtown airport comes from Bryant C. Smith, Jr., who writes: "Lindbergh Field, an international airport, is within 7 blocks of City Hall in San Diego, Calif." And John J. Friedman contradicts our prediction that when Cleveland gets a rail connection

Photograph by H. R. Clark

**Australian suburban train out of Sydney, New South Wales, with two double-deck trailer cars in its consist, photographed near Normanhurst in Nov., 1964.**

with its distant airport it will be the only city in U.S. to have such a connection. Actually, downtown Boston, Mass., is connected with its Logan Airport via Revere Beach MBTA rapid transit line.

## Odyssey of Four Trolleys

WHEN you buy streetcars you'd better know where you will put them; otherwise, you may be in for a headache. Take the case of Everett A. White of Lindenhurst, N.Y., who enthusiastically bought two Brooklyn trolleys, including the historic pre-PCC car 1000, when the rail lines quit ten years ago. Everett also acquired the last trolley to run on the Queensboro Bridge line (see enlarged picture of token in our March department) and an older car from Atlantic City. This equipment became the physical assets of the Trolley Museum of New York, a non-profit corporation led by himself.

Lacking storage space, Ev was permitted to store his relics on the Staten Island Rapid T. tracks at St. George terminal near the New York ferry slips. Recently, however, SIR ordered him to move the cars elsewhere. With no place to put them except on a 10-acre tract of farmland he owned at Laureldale, near Egg Harbor City, N.J., he arranged to load them on railroad flatcars and ship them via the Jersey Central to Winslow Jct., 10 miles from his South Jersey property.

Those flats loaded, with the trolleys, arrived on schedule at Winslow Jct. and were set off on a siding. Local newspapers reported the project. The trucker showed up on time to avoid railroad demurrage costs and proceeded to load the B&QT 1000 onto the low-bed trailer destined for Laureldale. But on arrival at the farm, the juicefan was surprised and angered to meet the local police and a group of citizens who just didn't want streetcars in their rural community. Robert Kuhnley, the building inspector, backed by Mayor William Davies, told the discomfited Everett White that the local zoning ordinance wouldn't permit it!

Although Ev had already laid rails for the cars on his property, police ordered the truck, trailer, and trolley to a parking area. They also threatened to arrest him if he ever put a trolley on his land.

With demurrage charges piling up on the other 3 cars on railroad flats at the Junction and apparently no other place to ship them except to a junk yard, Ev was desperate. Then he thought of the new trolley museum being started at Tansboro, N.J., only 15 miles west of Winslow Jct. He recalled that some time before, the museum's promoters had expressed an interest in his cars, even though their own project was being built to Pennsylvania wide gage while his equipment was standard gage.

So, late as it was, at one o'clock in the morning, Ev phoned Joseph Alfonsi, head of the group now known as Trolley Valhalla that expects to have their museum operating by the end of this year. Telling Joe of his predicament, Ev begged for permission to ship his cars to Tansboro. Three hours later, at an emergency directors' meeting, the group agreed, and even promised to aid in unloading the equipment but only on condition that the cars would be kept there permanently.

So the four dispossessed trolleys ended their odyssey and found a haven. The museum is now converting to double gage to accommodate them, and actual operation is near. But back in Laureldale a political hassle is going on, since not all local officials agreed with what the mayor and the building inspector had done. If you prevent a man from going onto his land with his own property, you may have to pay damages.

**Open-sided cars of Manx Electric Railway, three-foot-gage interurban line, wait at Douglaston terminal on the Isle of Man, a delightful vacation spot.**

## Trolley Museum Notes

MISFORTUNE struck the Seashore Trolley Museum at Kennebunkport, Maine, last February when an accumulation of wet heavy snow collapsed a Quonset building that housed 8 trolleys, reports Russell F. Munroe, 87 Jersey St., Marblehead, Mass. The building was obtained a few years ago from Lynnfield, Mass., where it had been used as a bowling alley. Dismantled piece by piece it was moved to Seashore, reassembled, and erected in one of the barns on museum property.

When the roof collapsed, the girders buckled and rested on several trolleys, including Montreal & Southern Counties express motor 504, which was damaged most; one from Rome, Italy; Baltimore car 5748; Cedar Rapids & Iowa City 118, and Lehigh Valley Transit 1030, all of which received roof damage. Russell asks readers to donate funds for a new barn to protect the cars now temporarily covered by tarpaulin. Send money to Seashore Trolley Museum, 4 E. Union St., Goffstown, N.H. 03045.

"I was surprised to see a photo of the cornerstone dedication of Sprague Building at the Branford Trolley Museum in a recent issue," writes Jim Burchard, P.O. Box 293, East Haven, Conn. 06512. "I am in that picture, the only person wearing a motorman's hat."

A CANADIAN museum's hope of getting one of Montreal's four retired "Golden Chariots," which we mentioned recently has faded. This trolley, No. 4 of the Montreal Transportation Commission, like each of the other

John H. Vogel, Sea Girt, N.J.

**Tram in vicinity of Grand Palace in Bangkok; railway dates back to 1888.**

3 sightseeing cars, has found a different museum home. William E. Wood, director of the Connecticut Electric Railway museum at Warehouse Point, reports having received it there after rail shipment from Montreal via Hartford.

ILLINOIS Railway Museum at Union now owns former Sand Springs Railway car No. 68, originally from the Cincinnati, Lawrenceburg & Aurora line in Ohio. An Oklahoma steam museum had bought the car, in a lot of railway equipment, after it had been stored for ten years. Your *Transit Topics* editor was partly responsible for saving it. We had received a letter from a museum representative telling of plans for scrapping No. 68 unless someone bought it. That was just a few days before the Association of Railway Museums convened in Maine. We passed the word to convention delegates. As a result, the Illinois group acquired the old car and is now rehabilating it. Small, lightweight, interurban cars such as the 68 are needed by the IRM, whose collection consists mainly of heavy interurbans that are hard to operate with its present power plant at Union.

GERALD E. BROOKINS, owner of "Trolleyville U.S.A." the Columbia Park & Southwestern museum line at Olmsted Falls, Ohio, has bought two pieces of equipment from the Southern Industrial Railway at Centerville, Iowa. One is a single-trucked little line car, No. 1, originally built and run on the Albia & Interurban, also in Iowa, and the other is box motor 101; but Jerry Brookins is not planning to operate the motor. Your editor, visiting Olmsted Falls late last year, had told Jerry of the availability of No. 1. By chance we were carrying a defective print of the line car which a photographer had made for us and which we intended to throw away. This print interested Jerry and led to his buying the relic. Trolleyville operates Saturday, Sunday, and holiday afternoons, May 27th until Oct. 29th.

Elsewhere in Ohio, at Worthington, the Ohio Railway Museum also added a line car to its roster. From Shaker Heights Rapid Transit it got No. 101, originally from Michigan, which had been on the SHRT roster many years and deteriorated so much that the municipally-owned system got rid of it. But at Worthington there is calm assurance that in time it will be restored to operating condition.

ARDEN Trolley Museum at Washington, Pa., has obtained Pittsburgh Port Authority's sweeper M-37, a 73-year-old 4-wheeler, priced at only $50 even though it was actually in operating condition. According to *Trolley Fare,* monthly publication of the Pennsylvania Railway Museum Association, P.O. Box 832, Pittsburgh, Pa. 15230, the sweeper was trucked to Arden, some 30 miles south, and unloaded under power. Then, after a snowfall, it went into action.

Also in Pennsylvania, members of the Liberty Bell Jewett Society at Bloomsburg, who had recently acquired the body of former Lehigh Valley Transit car 801, needed help to restore it. So they bought freight motor T-18 from the Philadelphia Transportation Co., which had used it since 1951 in work on the Broad Street subway. The T-18 was originally LVT passenger interurban 808, mate of the 801, now at the Magee museum. In later years LVT converted it to an express motor C-15, and when the line was abandoned it went into the Philadelphia subway.

Ed Blossom is museum curator and one of the promoters of the LBJ Society now seeking funds for the restoration. Says he: "Acquisition of this second car gives us a host of mechanical, electrical, and structural components without which the complete restoration of the 801 would be a staggering proposition."

Contributors who write to the society at P.O. Box 61, Bloomsburg, Pa. 17815, will get brochures and the periodical *Newsletter.*

NEW ZEALAND now has one operating trolley museum and two more in stages of construction, reports *Trolley Wire,* bi-monthly organ of the South Pacific Electric Railway, Box 103, GPO Sydney, New South Wales, Australia. The SPER operates its own trolley museum in Loftus, near Sydney.

At Wellington, the Queen Elizabeth Park Tramway has built one mile of track and owns 7 trolleys. A diesel-electric generator mounted on a bus supplies power, but when the New Plymouth trolley-bus system closes within a few months the tramway operators hope to get a mercury arc rectifier plant. At Christchurch, the Tramway Historical Society plans to lay ¾ mile of track for operation by steam, horse, or trolley, depending upon the equipment available. Right now the Society has a Kitson steam motor in working order.

New Zealand's largest fleet of preserved cars is at Auckland, which boasts units from the last city trolley operations in that country. Rail and overhead wires are ready for construction later this year. Besides Wellington and Auckland trolleys, this museum has steam motor 100-A from Sydney.

## New Electric Publications

***The Lee County Central Electric Railway,* by Philip L. Keister, 20 pages, 8½ x11", soft cover binding, illustrated, is available at $1.50 from Electric Railway Historical Society, Box 3305, Chicago, Ill. 60654.**

**If ever a railway failed to justify its existence or even its conception, the Lee County line certainly did. Built for 12 miles on sparsely populated land, it provided electric passenger service from 1910 until 1916 but never carried more than 50 riders daily, often only 25, except on the 4 county fair days each year. Starting with one second-hand trolley that often jumped the track, the company later bought a big, 56-foot, wooden, interurban car from New Albany, Ind. But the latter's power was too weak. Grass and weeds frequently caused the wheels to slip so that passengers had to get out and sprinkle dirt on the rails.**

**From the outset, steam handled freight; but, oddly enough, a small Plymouth loco today is hauling boxcars between Lee Center and the CB&Q connection near Amboy, over 3 miles of track. We were surprised to see that Phil Keister had found so many pix of this long-forgotten traction effort for his book.**

**Also, ERHS has reproduced *Metropolitan Subway and Elevated Systems,* a 1922 General Electric pamphlet of 24 pages that covered all operating subway and elevated companies of that date. It has photos, maps, and a generalized roster and costs $1.50.**

***Pacific Electric Big Red Cars,* 64 pages 8½x11", profusely illustrated, soft cover binding is available at $4 from T. C. Phillips, publisher, P.O. Box 8401, Universal City, Cal. 91608. Here is another pictorial account of the once-vast PE system, with many views hitherto not published. Text is sparse. If you are interested primarily in PE pictures, old and new, this is the book for you.**

***The Cleveland Railway, its Operation and Maintenance,* reprint of a 1924 publication by Westinghouse Electric & Mfg. Co., has 68 pages, 8½x11", with soft cover binding. It costs $3 from Connectric Electric Ry., P.O. Box 436, Warehouse Point, Conn. This is an exact reproduction of the old booklet, even to matching color cover. Track, power system, cars, and shops are covered, with some fine contemporary photos.**

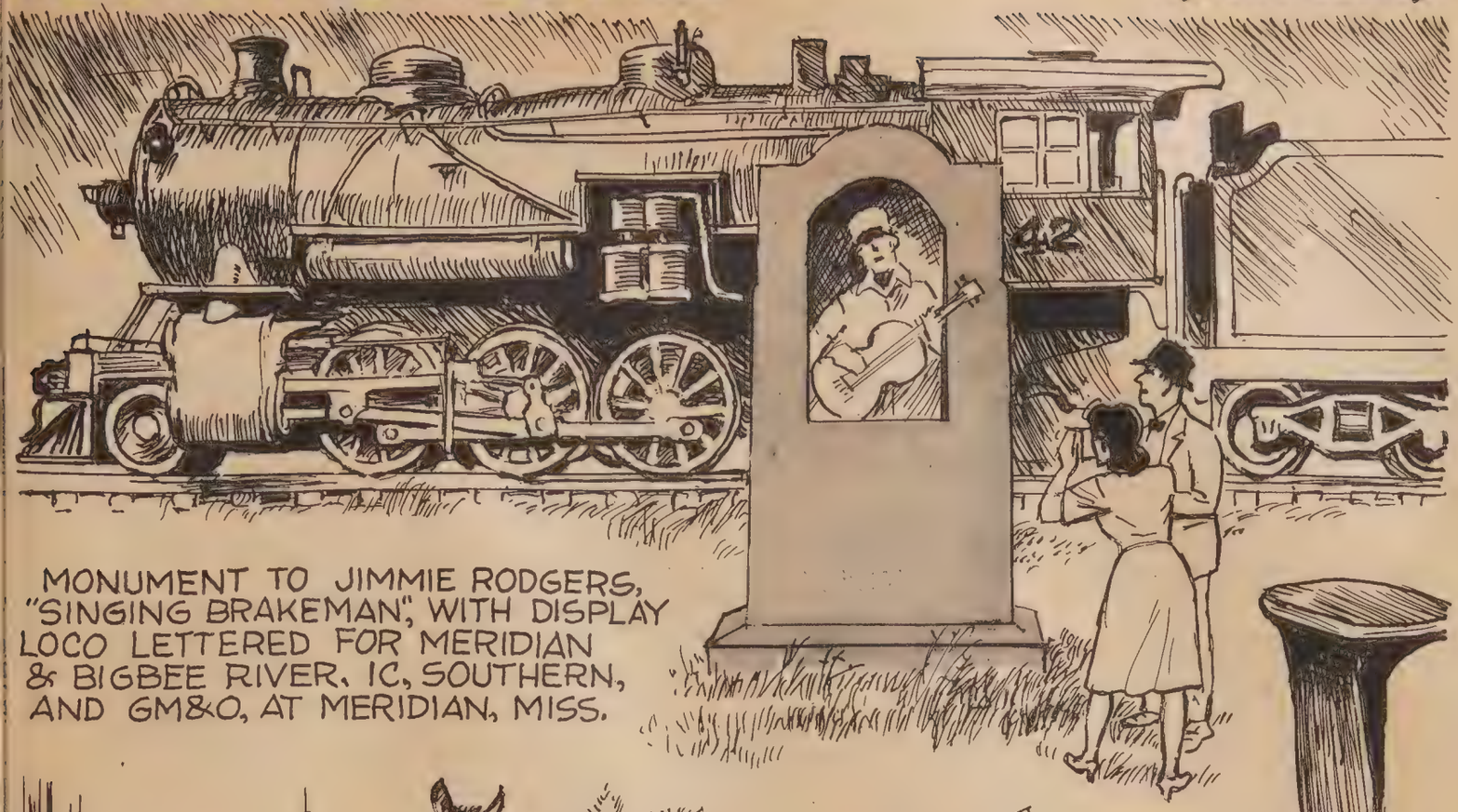
**Connecticut Electric Ry. also sells 6 color postcards of its museum and cars for 30¢ and its Souvenir Booklet for 50¢, postpaid.**

**Although not a contemporary publication, a 1932 economic study is recommended to us as still available for purchase by Robert C. Gerstley of South Weymouth, Mass. Entitled *The Street Railway in Massachusetts,* the book was written by Edward S. Mason, then assistant professor of economics. Its 222 pages deal with the street railway industry in Massachusetts from its inception to the early 1930's. It costs $5. When ordering, identify the book as No. 37 of the Series of Economic Studies from Harvard University Press, Cambridge, Mass.**

***The Great Third Rail,* 152-page story of the now-abandoned Chicago, Aurora & Elgin Ry., long out of print, was published originally in 1962 by Central Electric Railfans Asso., P.O. Box 503, Chicago, Ill. 00690. Our department reviewed it in August of that year. It is being reprinted to meet a demand. The reprint will be cloth-bound and sell for $10.**

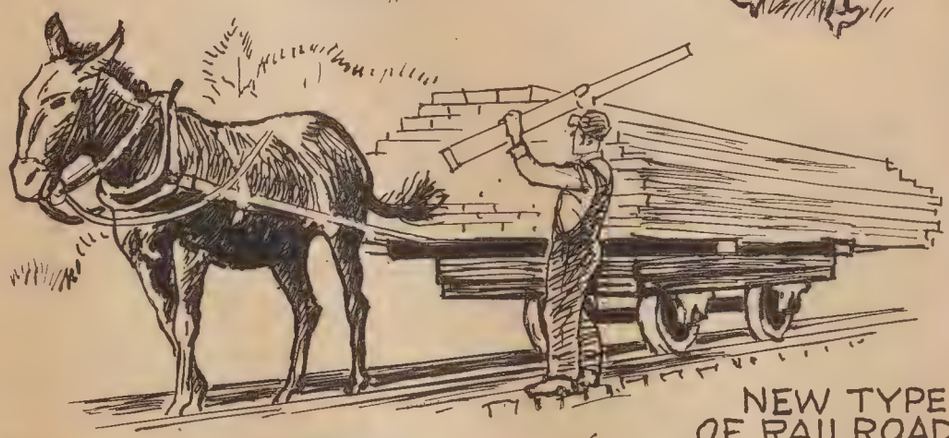
# ALONG THE IRON PIKE

by Joe Easley

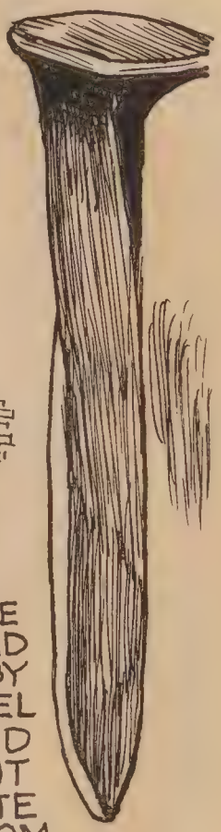



MONUMENT TO JIMMIE RODGERS, "SINGING BRAKEMAN", WITH DISPLAY LOCO LETTERED FOR MERIDIAN & BIGBEE RIVER, IC, SOUTHERN, AND GM&O, AT MERIDIAN, MISS.

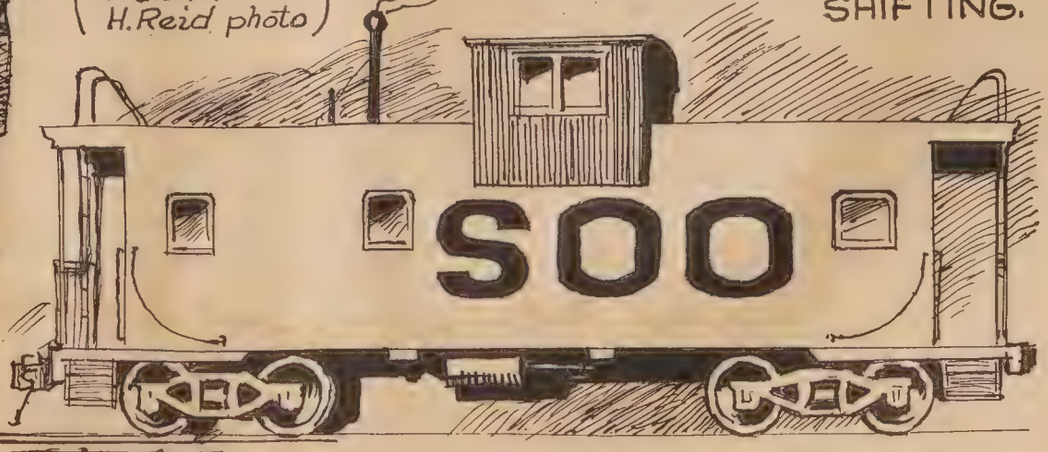
"RAILDOG" DOESN'T WANT TO LEAVE ROYAL TRAIN AT LIVERPOOL STATION, LONDON. QUEEN ELIZABETH WATCHES HER SON, PRINCE ANDREW, AGE 5.



MULE-DRAWN CAR ON 3-FOOT-GAGE TRACK USED BY GREY LUMBER CO. AT WAVERLY, VA. (drawn from H. Reid photo)



NEW TYPE OF RAILROAD SPIKE MADE BY BETHLEHEM STEEL IS TWISTED TO PREVENT TIE-PLATE FROM SHIFTING.




NEW, ALL-STEEL, WHITE CABOOSES USED ON INTER-DIVISIONAL POOL RUNS HAVE RED SADDLE-TYPE CUPOLAS AND GIANT LETTERING, A FAR CRY FROM WOODEN-BODIED CRUMMIES OF LONG AGO.

# ORDERS AT CANYON

**Fiction story by John Johns**

ALL that day Cloud City was engaged in last-minute preparations for the big run. Men streamed into offices of the Mountain Division to make discreet inquiries. From the dispatchers' room overlooking the Midland Pacific yards clear down to the lowliest grease monkey in the roundhouse, you could sense an unwonted air of bustle and expectancy.

At length, when the sun had set behind the twin peaks of the Devil's Roost, all was ready. Night's magic had turned the maze of snow-covered tracks into a vast stage for the drama, a stage whose footlights were green and yellow switch targets and the cold white beams of engine headlights.

In the dispatcher's office, upstairs over the passenger station, Superintendent Ben Halleck was having final words with Matt Murray, the day chief.

With a heavy finger on the trainsheet, Halleck said, "It looks good to me."

"Everything is set," Murray nodded. "I went over the sheet with a fine comb. All the freights except hotshots should be off the division by midnight. But about these weather reports—I don't like them. We may get a storm. I'm sending for McDermott. I want him here early."

Meanwhile, wrapped in a greatcoat, chief dispatcher Dan McDermott was pacing the bleak open veranda of the Palace Hotel. The dispatcher knitted his brow. It was only eight o'clock, but already the dim white streets were deserted. A fine powdery snow, whipped by violent gusts of wind, had sent the prudent townsfolk indoors. McDermott knew what that meant. By midnight a blizzard would hit Cloud City.

Mac swore under his frosty breath. He had plans for this night. Years he had fought and waited for the opportunity. And now, you might say, he had a date with Destiny. He'd be damned if weather was going to interfere.

Pulling the coat collar closer around his neck, Mac left his hotel and crossed to the other side of Railroad Avenue. There, alone on a deserted corner, raked by icy blasts, he looked up.

Among the lighted Palace windows was one on the third floor front. That, of course, was Alice's room. Alice was his daughter. She must be putting the final touches on her trousseau. Five years had passed since Alice consented to marry, the old fellow mused. That was a long time. It would be longer still if the storm gods did what they were threatening to do this very night.

The dispatcher's mind wandered to Cliff O'Hara, his prospective son-in-law. Cliff was a likeable cuss. Had been working in engine service on the Mountain Division for two months "under a flag." Nobody at Cloud City knew his real name, Mac reflected, aside from himself and Alice.

But would Superintendent Halleck, shrewd and unrelenting as he was, discover the truth in time to prevent Cliff from pulling the Silk Special? It was important for Cliff to handle that run, and successfully, in order to redeem himself. His future and Alice's happiness seemed to be staked on the outcome.

But even if Cliff did get the Special, would he come through? With King Winter pounding the rugged peaks, the best a hoghead could expect was blind running up there on the ledge, guided only by the familiar curving of rails and the muffled crash of wheels over snow-covered switches.

Mac peered for a moment into the past—a past that Cliff O'Hara was trying desperately to forget.

CLIFF had been quite young then and had been found guilty of a slip that wrecked a train on a four-tracked Eastern system. Ben Halleck had been superintendent, with Dan McDermott as trainmaster. All three had lost their jobs over the costly blunder. Uprooted, they had drifted about from one road to another; until now, by a whim of Fate, they had come together, unknown to Halleck, on the same division of the Midland Pacific.

The Midland Pacific, urgently needing men for its steel across the Rockies, had accepted them with few questions. And in two years Ben Halleck, his fires of resentment still smouldering against O'Hara, had become a superintendent again, while his old side kick was now chief dispatcher.

Still gazing abstractedly at his daughter's curtained window and shivering in his greatcoat, Dan McDermott pieced together the bits of drama.

Cliff had pleaded for a fresh start. Well, he was getting it. Tonight, if luck were with him, he could wipe the slate clean. For McDermott realized that if the Special were put over the road in record time and in spite of hostile weather conditions, Halleck would stand a good chance of being promoted to the general manager's chair and would certainly forgive Cliff or anyone else who'd been instrumental in making this rise possible. Then Mac told himself, his "little girl" could be married right away and the shadow of frustration would be lifted from all of them.

AS MAC reported for duty that night a sudden fury shook the wooden building. The big room was noisy with the clatter of telegraph instruments. Green-shaded lamps cast pools of yellow light on the desks of dispatchers and operators absorbed in their work. Ben Halleck was standing moodily beside a window looking down at the white-blanketed station yard, where No. 9, the Fast Mail, was changing power for the westbound dash over the mountains.

In the yard, a fresh locomotive was now coupled onto No. 9. Car inspectors were signaling the engineer to test his brakes. McDermott strode over to his desk. Carelessly he read the reports.

"Murray did a good job," he said. "Even the relief engines are ready."

He crossed the room to Ted Rankin, the slim, sandy-haired dispatcher who was handling their first district, Cloud City to Roaring River.

"How are they running?"

"On the advertised," said Rankin, "but the storm is heading west and getting worse. In about two hours it will be all the way to Roaring River. The operator at Devil's Roost says it's blowing about forty miles an hour."

Mac moved on. "But nothing west of Roaring River, eh?" he flung back. "Hey, Curly, how's the second district?"

"Curly" Davis, the other dispatcher, was a large man, with penetrating black eyes and dark wavy hair. He consulted the trainsheet covering the road from Roaring River west to Valenita.

"Clear and cold. Wind coming up."

"Got anything on the Special?"

"Yeah. The Western Division figures on turning the silk over to us at about nine-thirty."

Halleck whistled slightly. "They're shooting pretty high, beating the schedule by five minutes!"

"We'll have a blizzard," McDermott scowled, "and we'll be expected to do as well. That's luck for you."

Number 9 blew off. Halleck turned toward the window again. The chief dispatcher recrossed the room and stood beside him to watch the snowy train pull out of the depot, under a dense white smoke plume, into the darkness.

Halleck leisurely lit his pipe, a brier, and pulled over his chair. "Where do you figure on Nine meeting the Special?" he asked Davis.

"If everything holds together, I'd say somewhere in Tumble Canyon."

McDermott shook his head disapprovingly. "That's not a good place for a meet on a night like this."

"You're right," the super agreed. "There'll be two flyers racing against each other in a storm, between canyon walls. All you need is one slip."

"There won't be any slips tonight, Mr. Halleck," said Davis sharply.

McDERMOTT glanced at the standard clock on the wall. In less than an hour they would have the Silk Special on their division—six new baggage cars loaded with a precious cargo from the Orient. This train they'd have to coddle. They would fight for it over 250 miles of single-iron mountain railroad.

The run was scheduled to break all records from the West Coast to Chicago, enroute to the Eastern mills; and a large amount of potential freight business hinged upon whether or not it did so. Timed twelve hours faster than the road's great *Continental Limited,* this stunt was a gesture to attract shippers of raw silk.

The chief dispatcher rubbed his chin uneasily. "I still don't like that meet in Tumble Canyon against Nine."

"It's the best I can figure so far," Davis snapped, annoyed that anyone should question his ability. "Of course, I can hold Nine at Medicine Bend or Star Mountain. But Nine's the Mail, and laying her out for an hour or two won't look so good."

"Okay!" McDermott said hastily. "If it has to be Tumble Canyon, let 'er ride. You keep the Mail moving."

"Davis, I'll tell you what to do," Halleck broke in. "Before you make the meet, let me know when the Special and the Mail get close. Remember, tonight, Mail or no Mail, nothing must happen to that Special. I don't want her delayed for a second."

"Listen, Ben," said the chief dispatcher, "Davis is right. Nothing will happen. We'll deliver that train to the Plains Division ahead of time. I got an engineer you can depend on."

Halleck knocked the ashes from his brier. "I'm banking on that. The weeks of preparation for this run, the high stakes the Midland is playing for, our future—so much depends on the engineer."

McDermott wet his lips. "You told me to get the best runner on the Mountain Division, and I did."

"Frank Morrell is our best man," Halleck said. "The run will be a feather in his cap. We'll see to it."

But Frank Morrell was *not* going to handle the Silk Special. It would be Clifford O'Hara. The chief had made a last-minute switch to put his daughter's fiance in the cab. Nervously he shifted his weight. He wanted to steer away from the subject, keep Halleck from asking the engineer's name until the Special was out of Valenita with O'Hara at the throttle. Then it'd be too late to do anything else about it.

"Ben, I'll be right back," McDermott said, edging away.

For an instant Mac hesitated as he saw his old friend tilt a chair back against the wall and half close his eyes, apparently lost for the moment in meditation. Halleck's faith in him hammered at the chief dispatcher's conscience. But his mind reverted to Alice. He remembered the many times he had promised his daughter that some day they'd locate Cliff and give the blacklisted man another chance.

McDermott strode to Davis's desk, peered over the big dispatcher's shoulder, and read the trainsheet.

"Fine work, Curly!" he said glancing at the wall clock. "In ten minutes we will get the silk train."

THE TELEGRAPH cracked. Davis answered in the language of dots and dashes. It was from the Western Division dispatcher at Santa Ana reporting the Special into Valenita. The chief caught the message.

"Damned if they didn't keep their word!" he exclaimed. "They beat their schedule by seven minutes."

"That's seven minutes for us if we need it," chimed in Halleck, who had just come over. "They did a fine job."

McDermott, busy studying the trainsheet, nodded.

Davis ran his fingers through his wavy hair and sighed. "That means a change in these orders—unless you want to hold the special for time."

"Advance it!" the chief ordered. "Make the departure out of Valenita 9:33 instead of 9:40. Be careful when you break those meets. No bulls, remember! You're sending that high-wheeler against a dozen trains."

Halleck and Mac listened to the brass pounder tap out orders. Minutes, precious minutes. Waiting while the flimsies were delivered and the engines and crews on the Special were changed. No words were spoken. Even the telegraph was silent. Davis leaned forward across his desk, alert, tense, hand on the key, waiting.

Mac thought of O'Hara in Valenita. He visualized Alice's boy friend backing his sleek mountain racer against the Special. Saw him swinging down from the cab, long-necked oiler in one hand, blazing torch in the other, for a final round of the engine. Saw the conductor come forward with the orders, O'Hara holding a torch high for light to read the blue-green tissues.

And in his mind's eye he saw the two alert railroad men compare time and half ask, half demanded, if the other understood the orders perfectly. Before them stretched 250 miles of steel that curved and climbed over four summits—250 miles of single track that was at the same time the talk of the world for scenery and the operating nightmare of the Midland Pacific.

Tonight speed restrictions were canceled. Cliff O'Hara's judgment, an eagle-eye's sixth sense, would determine the speed on the hairpin curves of Tumble Canyon, how fast to roll down from Cloud Summit. . .

THE QUIET of the room was broken by the telegraph. Davis took the message, closed his key, and glanced up at Halleck. "Well, she's on her way! Valenita said she left town like a rocket."

Mac grinned. That was like the old O'Hara, all right. He could get a train rolling in her own length.

"Good!" said Halleck. "Get that call-boy to bring up some coffee."

A cathedral hush settled over the room. The men working under the green-shaded lamps talked in low voices. There was a spirit of expectancy, of quiet drama. In the intervals when the telegraph instruments were silent the great clock on the wall ticked like a trip-hammer. But the minutes were like hours to the boys waiting for Creek Crossing, the first station east of Valenita to report, to OS the Special by.

Mac divided his time between Davis and Rankin, helping the over-worked dispatchers to keep the trains moving. Between Cloud City and Roaring River the operators along the line reported snow, wind, and the bottom dropped from thermometers.

Strings of varnish were hard hit by the blizzard. The eastbound *Continental Limited* lost ten minutes bucking through the drifts west of Mesa, while No. 6 was rolling into Cloud City with her three rear sleepers frozen.

Freights were pulling into sidings and freezing solid. An extra west at Sweetwater was given another engine to help her over Cloud Summit; and X44, the manifest fruit, was blowing that she needed coal and water at the Gap. The stop would delay the *Continental* another thirty minutes and ruin meet orders.

Curly Davis glanced up from his trainsheet. "I just checked on the weather. The storm is all the way west to Medicine Flats. Tumble Canyon says it's snowing and blowing so bad you can't see a foot in front of you."

McDermott, who was sitting beside Ted Rankin, issuing orders for the rotary plow, said: "If it's that bad now, what will it be by morning? I wish we had that Silk Special through the canyon. Anything on her yet, Curly?"

Davis called the operator at Creek Crossing. "Is the Special showing?"

Quickly came the reply: "She's blowing for the board. Clear block."

There was a momentary silence again, while all eyes sought the clock on the wall. And then Creek Crossing spoke to Davis again. "Special by at 9:46."

Translating the dots and dashes into words, Davis said: "She's by at 9:46. Right on the button."

Every man in the room returned to work, visibly relieved. Halleck said, "I'll have another cup of Java on that."

Dick Barrows, the copier, crossed the room and handed a message to McDermott, saying: "Chicago just shot this in. The vice president wants to know if everything's all right."

Coffee cup in hand, Halleck glanced toward them. The chief dispatcher scratched his head and smiled grimly.

"Why, yes, everything is fine," he said. "Look here, Dick, you know how to answer it. Use your own words. And give him the news he really wants. Tell him the Special just passed Creek Crossing on time."

A violent rush of wind shook the building. Down in the snow-smothered station yard, section men with brooms and shovels swept and dug out the switches. Their lanterns and flaming torches splattered the stormy night like glowworms. On a spur, two Consolidations cloaked in steam awaited the arrival of the *Continental Limited* to doublehead her west.

Dan McDermott and Ted Rankin pored over the trainsheet.

"We'll get the rotary out of here ahead of Number 1," said Mac. "She'll blast a hole through Sweetwater and Mesa. We'll turn the outfit on the wye at Mesa and double back ahead of the Special if we need it—"

"If we do, good night to everything!" Rankin cut in. "That rotary would plug the Special plenty."

"I know, Ted. But I said only *if we need it*. Better to have the Special get here late than not at all."

"That'd never do, Mac," said the super. "We can't delay the hotshot. You've got to take a chance—"

"Sure, I'm taking a chance. Do you suppose I want to see a record run spoiled by a little snow? I'm only saying it's a last straw. That plow will have the road clean. Our silk should roll east before the snow drifts back."

"Hey! The Special just passed Silver River!" Davis announced. "Better make up your minds. She'll be here before you know it."

"We've got our minds made up," said McDermott, a bony finger on the trainsheet before him. "I'm sending the rotary out ahead of the Limited. With a doubleheader, Number 1 has a good chance of making her time to Mesa for a meet with the Special."

RANKIN mumbled: "Then it's final, eh? I hold the rotary at Mesa to shoot back ahead of the Special if I have to?"

"That's right," said the chief.

The telegraph on Rankin's desk broke into sound. Mac listened. The operator at the Gap was calling to tell them that the conductor of No. 2, the eastbound *Continental Limited,* was in his office asking for help. His engineer couldn't pull the train with one engine.

The chief snapped his fingers in disgust. "Where the hell does he think we have these engines? Here, let me speak to the Gap."

Rankin gave Mac his chair.

"This is McDermott. Is the conductor of Two still there? All right! Ask him why in hell his engineer can't handle the train without help."

The key was silent for a moment, and then the Gap replied: "Conductor says he has two extra sleepers and X44 is still ahead of him cleaning fire and taking water."

"Forty-four will be leaving town in a few minutes," Mac tapped out. "Why can't he follow him? Answer."

Silence, and again the Gap spoke: "The brains says maybe you don't know it's below zero. This thirty-minute stab behind X44 has all but frozen his train solid. He says he's no magician, and if you are, come on over and wave your magic wand."

McDermott stared angrily at the key and rubbed his chin. He had to think fast. Deciding on the course to follow, he flung back: "Gap . . . Go get the conductor of X44. I'll have a message for him to pull his train into East Gap siding, cut off his engine, and send her to couple in with No. 2. I'll get an engine to bring X44 in."

McDermott closed the key and wearily shook his head. "Well, that will get those two moving. We've got to have a clear iron for Nine, the rotary, and One. And order an engine out of here to run light to Sweetwater, help that extra west over the Summit, and turn on the wye at Mesa. We could use her to handle X44."

The knot untangled, Mac got to his feet and Rankin slipped back into the vacated chair as Davis excitedly called from across the room: "The Special is by Little Horn, a minute to the good!"

"That's the kind of news I like to hear," said Mac. "No. 9 should be showing at Big Top. I guess Swenson is having his share of trouble climbing the hill. But he'll go over on the card if he has to blow the stack off the old girl. I know the Swede."

SWENSON was, in fact, swinging the Fast Mail through the wild stormy night as if nothing mattered but sched-

ules. Mac could tell that from the reports coming in. The chief dispatcher knew also that a hundred miles west of him, Cliff O'Hara was valiantly pushing the Silk Special across the lonely wastelands of Medicine Flats.

It was not hard to visualize the latter scene. The exhaust of the racing engine was a continuous roar. The hogger bounced and swayed with the pitch of his cab. Tough and wiry, giving every atom of his brain and muscles to the job, Cliff moved about the levers as agile as a panther. His face was covered with goggles and smoke stain.

McDermott decided the engineer was giving too much attention to his job even to think of Alice, unless perhaps her strong gentle face and wavy chestnut hair drifted into his consciousness at odd moments.

One operator after another was reporting. Swenson went over Big Top on time and then in quick succession was OS'd by Windy Point and Hanging Bridge. When Milo Junction wired that the Special had streaked through, only fifty miles separated the trains speeding toward each other.

Sitting beside Curly Davis, Mac studied the trainsheet while the superintendent looked on anxiously.

"Ben, I guess that meet will have to be at Tumble Canyon," said the chief. "If I hold Nine at Star Mountain, it'd knock it out fifty minutes. And it wouldn't be fair to the Swede, the way he's been batting her tonight."

"Right, Dan," Halleck agreed. "We can't unnecessarily delay the mail."

The meeting point settled, Davis called Echo and Star Mountain to take the orders, as follows:

Form 19 Train Order No. 188
December 10, 1905
C. & E. No. 9. Eng. 2162
C. & E. Spec. East. Eng. 2151
No. 9, Eng. 2162 will meet Special east, Eng. 2151 at Tumble Canyon, No. 9 will take siding.
B. E. H., Supt.

The orders were dispatched. The men in the office waited. McDermott glanced at the wall clock. It was time for No. 9 to be showing at Star Mountain. He visualized the operator there standing on the lonely snow-swept platform, lantern flickering in the wind, listening and searching the eastern sky for Nine's headlight. When Nine approached, the op would return to the station and pull the lever that changed the order signal from *red* to *clear* several times—a "come on" for the Swede not to stop, that the orders would be delivered to him on the fly.

STAR MOUNTAIN called Ted Davis and reported delivery of the orders. Ten minutes later Echo wired that the Special had her copy of the meet and was racing eastward. Tense faces gradually relaxed. So far, everything seemed to be coming along fine.

McDermott talked with the Tumble Canyon operator. "How's the snow?"

"Over a foot," was the answer, "but it's drifting bad."

"Is the east switch snowed under?"

"I just swept it clean."

"Fine. I don't want Nine delayed getting into clear. Try not to stop the Special. Soon as the Mail is into clear, keep your eyes open for the Special and highball her through."

Ben Halleck looked at his watch, and Mac said: "How's the Java? Guess I'll have another cup."

Then the chief crossed the room to Davis, and said: "Give Tumble Canyon a buzz, Curly. Nine should be showing."

Davis tapped on the key. Suddenly his fingers stiffened. He leaned forward and stared hard at the silent telegraph instrument.

"What's wrong?" Mac demanded.

"I can't raise Tumble Canyon!"

Halleck's chair dropped to the floor. The men bolted from their desks to form a ring around Davis and McDermott.

"Try him again!" said Mac.

"I tell you I can't get him," the brass pounder groaned. "The circuit's open."

"Let me sit down there," McDermott ordered tersely.

Instead of complying, Davis nervously scanned the trainsheet, checking his orders for a possible error.

"Will you get out of that chair?" the chief shouted.

"I didn't mix 'em up!" Davis cried. "You can see for yourself."

"All right, all right! We know you didn't. Now let me—"

Mac slid into the chair and anxiously reached for the key. The circuit was open, the line dead. To locate the break, he plugged in on the Western Union wire and asked for a circuit. Then, given a circuit through Denver to Valenita, he traced the line eastward. He could only get as far as Echo.

"The trouble is at Tumble Canyon," he said hoarsely. "The wires are down. They've been knocked over by the storm, or else—"

Or else? Every man in the room knew the rest. If it was not the storm, then possibly No. 9 and the Special had come together in a cornfield meet.

"I'll check again," Mac said dully.

Halleck shook his head. "Won't do any good, Dan. Nine is already by Star Mountain and the Special is by Echo. Looks like they've got into a tangle in the canyon."

"I can't believe one of the engineers has overrun his orders!" McDermott cried, rubbing his hands nervously.

"We've got to face it." Halleck turned to Davis. "Curly, you and Rankin get ready to clear the road. If I don't hear from those trains in fifteen minutes I'm sending out the wreckers."

Mac dejectedly dragged himself out of Curly's chair and tottered across the room to the window. Halleck, erect and very much in control, went to the side of his friend.

"Don't take it so hard, Mac," he said gently. "We did the best we could."

AS THOUGH he was far away, the chief heard Halleck address the dispatchers: "The fifteen minutes are up. Call the wreckers! Get them started from both ends of the division! And order at least three relief trains! Barrows, you've got that list of doctors and nurses, haven't you? All right, you attend to that part of it."

Almost immediately above the wind and the storm came the sobbing blasts of the roundhouse whistle calling crews for the wrecker and relief trains. The whistle filtered through the closed window and filled the big room, muting the clatter of the telegraph as Rankin and Davis cleared the road. Mac's head was throbbing. One thought possessed him: Had Cliff OHara failed?

"The Swede is good," Halleck was saying, "and Morrell was doing a swell job with the Special. He'd have hung up a record that no one would touch for years. What could have happened?"

Before anyone could answer, the door opened, letting in a blast of cold air and a slim young woman. Snow clinging to chestnut-colored curls and eyes asparkle with the tang of winter, she hurried over to McDermott. The chief dispatcher whirled around, suddenly alert.

"Alice!" he exclaimed. "Why did you come here? Is anything wrong?"

"Wrong?" she gasped. "That's what I want to know. I heard the roundhouse whistle and the hubbub in the street. Tell me, what's happened to the Special? Is—" She stopped short.

Her father was speechless, but the super spoke up. "Why, yes, Alice, it seems there's been a little trouble. We're waiting for news—"

"A little trouble?" she shrieked. "You don't send out the wrecker for a little trouble!"

"To be truthful, girl, we know noth-

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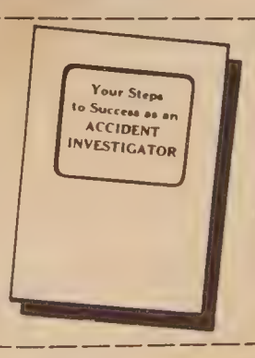

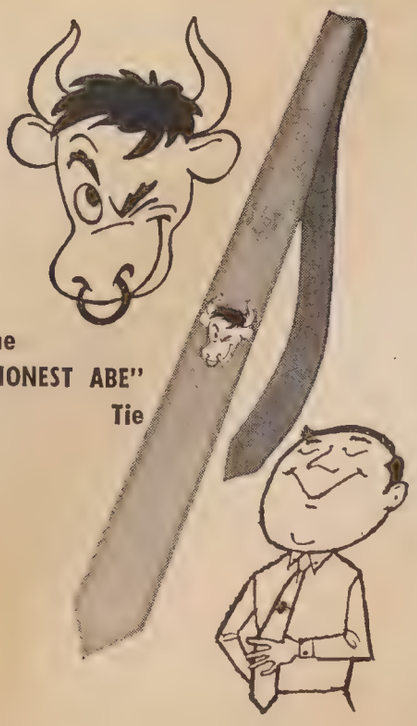

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ing more than what you've just heard. The Special and Nine haven't passed Tumble Canyon. The wires are down and we can't get any information. We're hoping for the best," the super added soothingly.

Alice stared at him. There was a hard light in her greenish eyes. "You know there's been a wreck. You know it. He's dead! And you won't tell me!"

Halleck frowned. "Who's dead?"

"Cliff O'Hara, that's who, It's no longer a secret," the chief's daughter stormed.

Halleck was puzzled. "Mac, what's Alice talking about? Why, we haven't seen O'Hara for years."

"I guess it's about time you knew," said Mac, choosing his words with care. "O'Hara is running the Special."

"O'Hara?"

"That's right. He's been working here two months. The boy needed a job; we needed engineers. I went to the road foreman of engines and talked Willows into taking him on."

"You had O'Hara working here when you knew the trouble he caused us? When you knew—"

"Ben, listen to me," Mac pleaded. "We've been like brothers, you and I. You've got to believe me when I tell you O'Hara was innocent of that wreck back East. He wasn't drinking; he wasn't asleep. He was just hitting it pretty high to make up time. It was the track. Do you understand? The track! Trying out cheap steel. The switch point broke and piled him up. Someone had to take the blame. We stuck with him and we had to go, too—"

"The crew for the wrecker is here for orders," Curly Davis cut in. "I'll give them the road as far as Star Mountain, tell them to be on the lookout."

"Oh!" Alice stifled a sob.

"Yes, yes, anything you think—" McDermott assented weakly.

HALLECK turned fiercely on him. "You want me to believe you, eh? You're talking about one wreck and now he's into another! Knocked over everything we wanted, everything we worked for right from under our legs!"

But Mac still defended him.

"Ben, there's not a faster engineer than O'Hara and none more reliable. I put him on the Special because he was the one man who could make the time, and he was doing it until this happened. I might as well be personal. It was his chance to make good, to redeem himself in your eyes. He wanted to keep his job and marry Alice, here."

The girl was staring dumbly straight ahead while twitching her handbag.

Halleck glared at the chief dispatcher, "I staked everything on that run, and *you* put him on it—to give him a chance!"

Just then Davis had leaped to his feet, knocking over his chair. "Hey! Listen! Listen!"

The telegraph was cracking. Star Mountain reporting. The Special was streaking through! Mac ran to the desk and grabbed the key.

"Star Mountain, are you sure that was the Silk Special?"

"Sure I'm sure. I'm not nuts yet," came the snappy reply.

An instant later Echo reported: "Number 9 here. Conductor reports twenty-eight minutes delay at Tumble Canyon due to wires down across track blocking Nine and Special. Had to chop way clear. Any orders?"

Before Mac could reply, Halleck called from across the room: "Yes, there's orders. Tell the conductor when he gets to Valenita to take his crew to the Mansion House and have a damned good supper on me. Tell him to order champagne with the compliments of the Midland Pacific Railroad."

That was the signal for general rejoicing in the dispatcher's office.

"Cancel the orders for the wrecker!" Mac was laughing. Half hysterical, but laughing. "The boys got an easy day's pay, eh?"

He bent over the trainsheet. He was again the night chief dispatcher—again a fast-thinking machine, directing trains and moving them as though it was a game of chess.

"Special by Angel's Rock—" Davis stopped and shook his head. "Well, I'll be—eight miles in six minutes, and on that track! It's never been done before. I'll bet any money the Special rolls in here ahead of schedule."

Alice was leaning against the wall by the window. Her cheeks were wet now. Halleck placed his hand beneath her chin and turned up her face.

"Alice, you're a brave girl," he said. "Cliff O'Hara is doing a swell job with the Silk Special. We're all proud of him."

"Oh, thank you. Would you mind if I wait for him here?"

"Mind?" said Halleck. "Why, I want you to. I'm waiting for him, too."

"Hey, Ben!" Dan McDermott broke in. "There's a couple of newspaper men on the wire. They want to know if the Silk Special will be on time."

The superintendent chuckled. "Of course, she'll be on time! Tell them the fastest locomotive engineer on the Midland Pacific is in the cab." ●

## Coming Events

June 9-11: Week-end in the Redwoods. Lv. San Francisco 6 p.m. on motor coach, ride the Super-Skunk, over nite in the woods at Driftwood Lodge. $39.50 and up, Write Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif., 94061.

June 11: Steam, ex-SR 4501. Lv. Cincinnati 8 a.m. for Lexington, Ky. Fare $9.75 (kids $8.25). Write Cincinnati RR. Club. Box 42213, Cincinnati, Ohio 45242.

June 18: Rail excursion off the beaten track, B&O freight lines, Pittsburgh to Parkersburg, W. Va. Fare $12. Write Ed Wally, 43 Grant Ave., Pittsburgh, Pa. 15223.

June 18-25: Trip Chicago to Silverton with UP steamer 8444. North Platte to Denver and return, marvelous trip. Fare $185 and up. Write Illini RR. Club, Box 62, Champaign, Ill. 61820.

June 24: Steam out of Montreal, CN 6218, to Garneau, Quebec, numerous photo stops. Fare $8 (kids $4). Write Canadia RR. Historical Assn., Box 22, Station B, Montreal 2, Que., Canada.

June 25: Steam in New Jersey, ex-CPR 1286. Lv. Elizabethport 8:35 a.m., Perth Amboy 9:10 (waits for mainline train), NY&LB to Red Bank, CNJ to Bridgeton, ex-D&H diner. Fare $13.95 (kids $10.95). Write High Iron, Inc., 418 Catalpa Ave., North Plainfield, N.J. 07063.

June 25: Trolleyrama Day at Cleveland. Lv. Union Terminal 8 a.m.; visit Columbia Park & Southwestern trolley museum. Afternoon trip on CTS to Shaker Heights. Fare $9 (kids $6). Write George Badstuber, 21707 Maydale Ave., Euclid, Ohio 44123.

July 1: Steam out of Montreal, CN 6218, to Ottawa. Queen Elizabeth and the "Confederation Train" will be there. Fare $9 (kids $4.50). Write CRHS, Box 22, Station B, Montreal 2, Que. Canada. July 2: Same to Victoriaville, Que. Fare for both trips $24 (kids $12).

July 1: Steam in Ga., ex-SR 4501, Atlanta to Fort Valley, Ga., Georgia Peach Special. Fare $8.50 (kids $5.50). Write NRRS, Box 13132, Atlanta, Ga. 30324.

July 9: PCC trolley trip in Toronto. Lv. 10 a.m.; lunch and photo stops. Fare $3.75. Write Ernest Kovacs, NRHS, 416 2nd Ave., Bethlehem, Pa. 18018.

July 9-30: Railfan tour of Europe, $829, incl. round trip by jet, hotels, most meals, all transportation in France, Switzerland, Austria, Italy, Yugoslavia. Tour leader E. L. Thompson. Write tour mgr., Olympic Airways, 647 Fifth Ave., New York, N.Y. 10036. (See ad in our June issue, page 54.)

Aug. 1-4: RR. Evangelistic Assn. annual convention, Winona Lake, Ind.; railroadiana, paintings, models on display. Write RR. Convention, 191 Palmer Ave., Staten Island, N.Y. 10302.

Aug. 6-17: NMRA Convention Dreamliner tour, Garrett, Ind. via Cincinnati to Miami; stop over at Atlanta, returning at Williamsburg; Washington, D.C.; Baltimore. Privately-owned sleepers, diner, lounge. Fare $290 up, incl. meals. Write R. P. Brinkman, 5740 Bloomfield Glens, Birmingham, Mich. 48010. or Private RR. Cars, Inc. 9100 Front St. Fort Wayne, Ind. 46808.

Aug. 20: Steam, ex-CPR 1286. Lv. Easton, Pa., 9 a.m.; Bethlehem, Allentown, Jim Thorpe, Wilkes-Barre. Photo stops. Diner, combo, coaches, obs. Write High Iron, Inc., 418 Catalpa Ave., North Plainfield, N.J. 07063.

Sept. 1-4: Annual NRHS Convention, Albany, N.Y., trips, yards, shops, banquet. Write Joseph D. Thompson, NRHS, 2512 McGovern Dr., Schenectady, N.Y. 12309.

Sept. 11-25: Illini Rail Tour of France and Germany; ride famous trains; see the sights. Write Illini RR. Club, Box 62, Champaign, Ill. 61820.

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Oct. 6-29: South American Adventure Tour, 7 countries, steam, ex US interurban cars; narrow gage, std. gage, scenery, escorted. Write Arthur Lloyd, 974 Pleasant Hill Road, Redwood City, Calif. 94061.

Nov. 11-12: Inspect Union Pacific line between Los Angeles and Las Vegas. Write Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

Long Island Rail Road this season is offering 92 one-day tours. Write Tour Dept., LIRR, Jamaica, N.Y. 11435.

The Delta Queen (only sternwheeler in regular service) has attractive inland river cruises. E. Jay Quinby at the calliope. Write Greene Line Steamers, Inc., 381 Public Landing, Cincinnati, Ohio 45202, or 10 E. 40 St., New York, N.Y. 10016 ●


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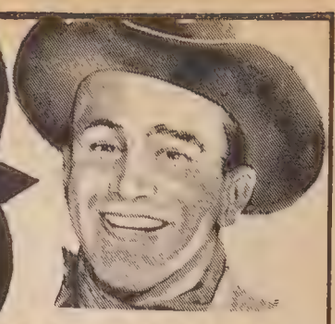

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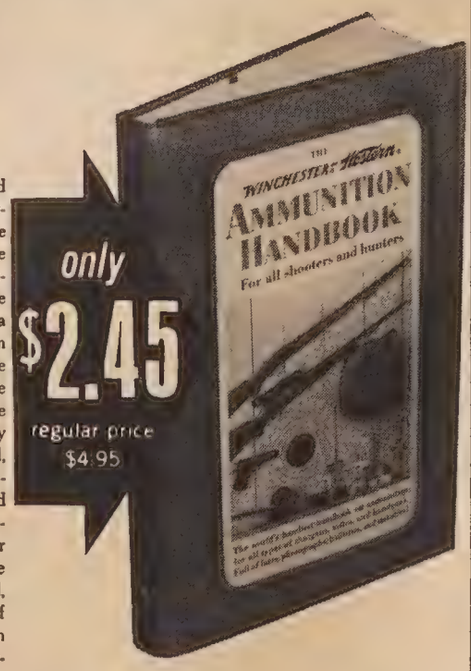


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**BRITISH RAILWAY ACCIDENTS OF THE TWENTIETH CENTURY, by J.A.B. Hamilton, 180 pages, 5½x8½", illustrated with photographs and indexed, Hilary House Publishers Ltd., 303 Park Ave. South, New York, N.Y. 10010, $6.**

**RED FOR DANGER, by L.T.C. Rolt, 287 pages, 5½x8½", illustrated, bibliography, chronological index, Taplinger Publishing Co., Inc., 29 E. 10th St., New York, N.Y. 1003, $8.95.**

There has always been a wide interest in disasters, for various reasons, including curiosity, morbidity, sadism, a craving for excitement, and the satisfaction that comes to some people in the knowledge that they are alive and unhurt while others are killed or crippled; also such constructive motives as the study of history or technology and the desire to learn what caused disasters with a view to preventing a repetition of them. In any event, these two books are bound to have heavy sales.

One of the few *Railroad Magazine* articles ever reprinted by *Reader's Digest* was "The World's Three Greatest Train Wrecks."

Hamilton tells the stories of the most notable British train wrecks since 1900, including Salisbury, Grantham, Ais Gill, Quintinshill, Bourne End, Harrow, Lewisham, and 20 others. Among them are each one with over 20 fatalities.

"The number killed is, of course, no necessary yardstick of the seriousness of an accident, still less of its interest," he writes. "In some of the most destructive accidents recorded here the death-roll was relatively small, simply because the train concerned was not carrying many passengers. I have therefore included disasters with a lower casualty list which seemed to justify a place by reason of their spectacular character or other special interest."

In each case Hamilton gives details of the wreck itself, the technical background, and the aftermath. He does not ignore the human dramas nor the effects of harsh discipline that some railway companies enforced nor the excessive hours of work in bygone years. His material is culled from official reports and other contemporary sources, selected and interpreted in the light of knowledge gained from a lifelong study of railways.

With but one exception, he omits the gruesome and the sensational, that exception bring the super-catastrophe of Quintinshill, Scotland, at Gretna, an old border town with a romantic history, where 226 people perished in the wreckage of five trains on May 25, 1915.

Hamilton states in the foreword to his own book that Rolt's *Red for Danger* "gives a comprehensive review of accidents in their relation to the development of safety measures, and is likely to remain the standard work on this aspect of the subject." *Red for Danger* is a new, enlarged edition of Rolt's original book on the subject, published in 1955. It covers some of the disasters described by Hamilton but adds many earlier ones, beginning with the first railway fatality, Sept. 15, 1830, at Rainhill, when a politician was killed while trying to board the private car of the Duke of Wellington, who had beaten Napoleon at Waterloo 15 years before and was then British Prime Minister.

"Press reports and other second-hand accounts are usually inaccurate," Rolt states, "and lacking in essential particulars. Moreover, they invariably omit precise reference to the most interesting featue of such accidents: the mistakes which caused them and the lessons learnt from those mistakes. Hence it would not be possible for me to write this book at all, except in a superficial and sensational form, had it not been for the generous co-operation of the Railways Inspection Department in allowing me access to their records . . .

"The precise circumstances attending a major railway disaster are often the subject of controversy. Thus railwaymen and railway historians not infrequently disagree with the inspecting officers' findings. Yet in an accident inquiry no pains are spared to arrive at the truth so that . . . to disregard the official account would be to abandon fact for hearsay." He points out also that "In writing about dramatic events in the past an author is always tempted to embroider the facts with his own imagination at the expense of authenticity." He himself avoids that pitfall. Both *Red for Danger* and *British Railway Accidents of the Twentieth Century* are uncommonly well written and more interesting than the average novel. Since they overlap so little, both belong in a well-chosen railroad library.

**DELORIMIER & ANGUS, by Omer S.A. Lavallee, 55 pages, 8½x11", paperbacked, illustrated with photos and diagrams, The Classic Era, 344 de Beaulac, St. Hilaire, Que., Canada, $3.50.**

The story in pictures, diagrams, and text of more than 60 years of steam locomotive building by the Canadian Pacific. Lavallee was Number 48 in our *Interesting Railfans* series and author of "Canadian Pacific Built 1,056 Locomotives" in our March '67 issue.

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**THE SPLENDOR OF STEAM, by Hamilton Ellis, 132 pages, 11x8½", thick binding, illustrated with detailed line drawings and 16 full-color paintings by the author, Hillary House, Publishers Ltd., 303 Park Ave. South, New York, N.Y. 10010, $10.**

"I have presented likenesses of certain steam locomotives and trains which, in rather more than half a century, have struck me as beautiful, or splendid, or otherwise engaging," the author writes, "like, for instance, the Holland steam tram." His art work, both color and black and white, is of high caliber; but there is also plenty of text matter, nostalgic and informative and a pleasure to read. The paintings have locos in typical settings. For example, a fellow and a girl with a coach dog standing on a station platform as a train goes by; in the background you see ivy-grown ruins of a castle.

**THE FUTURE OF BRITAIN'S RAILWAYS, by Roger Calvert, 175 pages, 5¼x8½", illustrated with photos, indexed, Hillary House Publishers Ltd., $6.50.**

Calvert offers a new approach to an old subject: railways not as they are today (often slower and less convenient than half a century ago) but as they could be. He shows, for example, how almost disused suburban lines could be adapted for rapid city transit, avoiding congestion in the streets, and main lines could be equipped for speeds up to 150 miles per hour.

**GREAT NORTHERN LOCOMOTIVE ENGINEERS: *Vol. 1: 1846, 1881*, by F.A.S. Brown, 252 pages, 5½x8½", illustrated with photos and line drawings, indexed, Hillary House Publishers Ltd., $6.50.**

Brown tells how able men like Edward Bury and Archibald Sturrock influenced the design, building, and performance of locomotives on Britain's GN Railway. He also throws light on early experiments with continuous brakes.

**HORNY TOAD MAN: *Bold and Vivid Tales of the Horny Toad Division*, by Lenore Dils, 190 pages, 6x9", illustrated by photos and line cuts, indexed, Boots and Saddles Press, Mireles Printing Co., 1801 E. Yandell, El Paso, Texas 79902, $6.95.**

Mrs. Dils' story of early railroading days on the Santa Fe has a delightful folklorish and yet authentic flavor, a combination that makes delightful reading. Immersing yourself in this book almost makes you think you are visiting the Old Southwest in the Steam Age.

**WHEN RAILS RAN WEST, by James McCague, 95 pages, 7x9 inches, illustrated with photos, old prints, and drawings by Victor Mays, glossary, index, Garrard Publishing Co., 1607 N. Market St., Champaign, Ill., $2.27.**

An author of railroad novels for adults has written this pleasing account for children of the building of the first transcontinental railroad.

**CROSSING THE CONTINENT, by Daniel McPike, reprinted in Vol 8, No. 1 of *American Scene Magazine*, 24 pages, 8½x11", paperbound, illustrated, Thomas Gilcrease Institute of American History and Art, Rural Rte. 6, Tulsa, Okla., $1.25 ($10 membership in the Institute entitles you to 4 issues of *American Scene* plus membership privileges.)**

Historical piece covering the development of steam locomotive in the 19th century and featuring a rail trip from New York to California in 1871 is illustrated with familiar old prints.

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**TAMALPAIS AND MUIR WOODS RAILROADS, illustrated with photos and maps, 50¢; both 5½x8½", paperbound, published by *The Western Railroader*, P.O. Box 668, San Mateo, Calif.**

Two worth-while booklets, lavishly illustrated, mostly for Western railfans. Borden's A&MR brochure is particularly interesting and includes locomotive rosters.

## European Railfan Tour

For railfans who have long wanted to ride and photograph the railroads of Europe, especially while there is still some steam left, we call your attention to the 3-weeks tour of France, Switzerland, Austria, Yugoslavia, and Italy that will leave New York by jet plane July 9th and bring you home July 30th at a modest "package" cost of $829.

Tour leader is E. L. "Tommy" Thompson, supervisor of passenger service of C&O and B&O, former editor of the Railroad Enthusiasts' magazine, and a contributor to *Railroad Magazine*. Being a railfan himself as well as a railroad man, Tommy is well qualified to lead such a tour. In 1958 and '59 he conducted the NRHS's "Grand Tour of European Railways." Says he: "Whatever your interest in railroading, you'll find it on the 1967 tour. Climb aboard and be with us!" Full details may be had from any local office of Olympic Airways. Main office is 647 Fifth Ave., New York, N.Y.

## Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails at $2.50 or more. All postpaid.

New York State residents must enclose 2 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y., which has no city sales tax.

The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

| | List Price | Our Price |
|---|---|---|
| BRITISH RAILWAY ACCIDENTS, by J. Hamilton | $ 6.00 | ($ 5.70) |
| RED FOR DANGER, by L.T.C. Rolt | $ 6.00 | ($ 5.70) |
| SUPER POWER STEAM LOCOS, by R. J. Cook | $ 8.95 | ($ 8.50) |
| SOUTHERN PACIFIC STEAM ANNUAL, Strapac | $ 3.25 | ($ 3.10) |
| DELORIMIER & ANGUS, Lavallee | $ 3.50 | ($ 3.35) |
| RAILROADS OF YOSEMITE VALLEY, H. Johnston | $ 8.50 | ($ 8.05) |
| HISTORIC RAILWAY DISASTERS, by O. S. Nock | $11.00 | ($10.45) |
| EASTERN STEAM PICTORIAL, Pennypacker | $15.00 | ($14.25) |
| COLLECTOR'S BOOK OF LOCOMOTIVE, Alexander | $15.00 | ($14.25) |
| STEAM IN EUROPE, by P.B. Whitehouse | $14.00 | ($13.30) |
| STEAM LOCO. IN EASTERN EUROPE, by Durrant | $10.95 | ($10.40) |
| PINO GRANDE, by R.S. Polkinghorn | $ 7.50 | ($ 7.15) |
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| LONG ISLAND R.R., Vol. 3, Seyfried | $ 6.00 | ($ 5.70) |
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| THE BIG SPENDERS, by Lucius Beebe | $ 6.95 | ($ 6.70) |
| LOCOMOTIVES THAT BALDWIN BUILT, Westing | $12.95 | ($12.30) |
| OPEN THROTTLE (rail-fiction stories) | $ 3.75 | ($ 3.55) |
| LOCOS. OF DICKSON MFG. CO., Best | $10.00 | ($ 9.50) |
| RAILS TO THE NORTH STAR, Prosser | $15.00 | ($14.25) |
| THEY FELLED THE REDWOODS, Johnston | $ 6.95 | ($ 6.70) |
| TRAINS OF THE WORLD, Riverain-Jackson | $ 4.95 | ($ 4.70) |
| JANE'S WORLD RAILWAYS, 9th edition | $45.00 | ($42.75) |
| ALASKA RAILROAD, by B. Prince, big 2-vol. set | $30.00 | ($28.50) |
| RAILROAD AVENUE, by Freeman Hubbard | $ 5.95 | ($ 5.65) |
| DIRECTORY, RY. OFFICIALS, YEAR BOOK | $10.00 | ($ 9.50) |
| RAILS THROUGH DIXIE, Krause, Reid | $ 8.95 | ($ 8.50) |
| C&O POWER, by Shuster, Huddleston, Staufer | $15.00 | ($14.25) |
| IN PURSUIT OF THE GENERAL, Pittenger | $ 6.95 | ($ 6.70) |
| STEAM POWER: C&NW, by Charles T. Knudsen | $10.00 | ($ 9.50) |
| INLAND EMPIRE, by John Fahey | $ 5.95 | ($ 5.65) |
| STEEL RAILS TO SUNRISE, Ziel and Foster | $12.95 | ($12.30) |
| TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel | $ 5.95 | ($ 5.65) |
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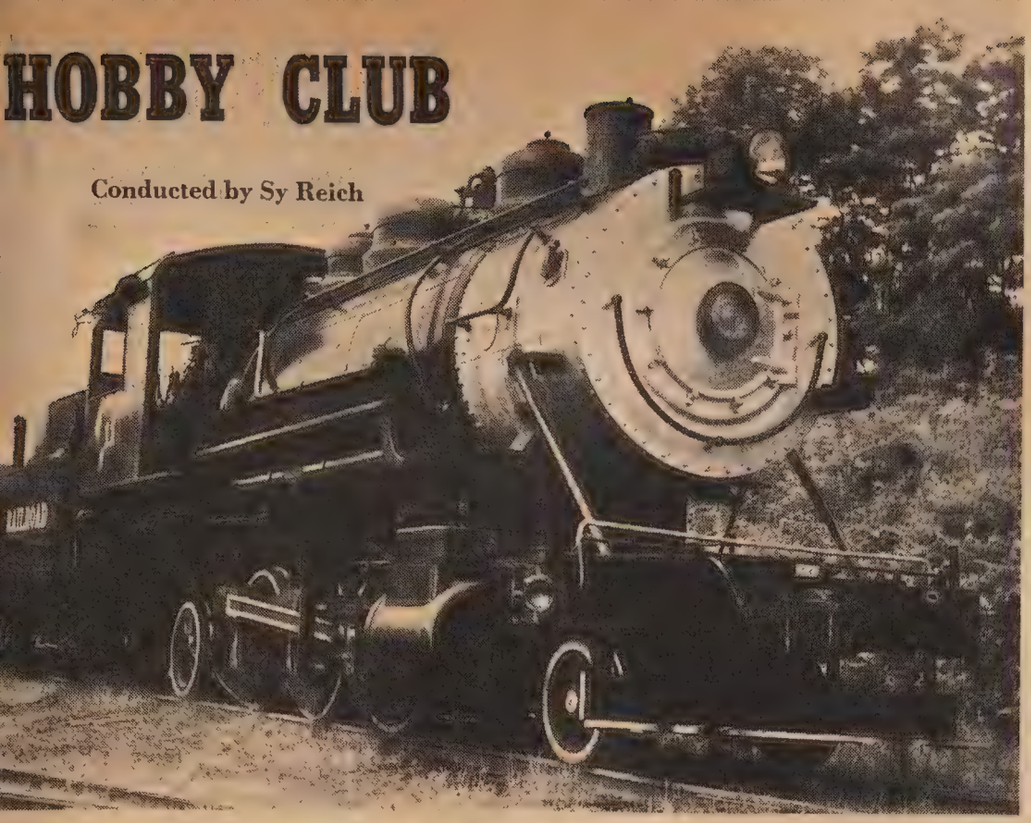
| ACROSS THE MIDLANDS, by Cook | $ 8.95 | ($ 8.40) |
| STEAM LOCOS OF BURLINGTON, Corbin, Kerka | $15.00 | ($14.25) |

# HOBBY CLUB

Conducted by Sy Reich



**Built by Baldwin in 1909 for the Kanawha, Glen Jean & Eastern, this 2-6-2 later ran on the Morehead & North Fork and is now Everett Railroad No. 11.**
Both photos by Wayne Refner, 249 Blackwood Ave., Dayton, Ohio 45403

JOHN MILLER asked about the Dummy Line song. "Probably no one knows the hundreds of verses of that ditty, many of which were made up long ago by singers in the cotton fields," writes Gene Hull, 203 E. 16th St., North Little Rock, Ark. 72114. "The little railroad about which the song was first sung was the Augusta Tramway & Transfer, which was more than a mile long and connected Augusta, Ga., with the St. Louis, Iron Mountain & Southern Railroad (Now Missouri Pacific). About 35 years ago *Railroad Magazine* ran a feature article on the AT&T; one of its illustrations showed a teen-age girl working on it as a locomotive engineer. Lucius Beebe's book *Mixed Train Daily* has something about the AT&T, its Forney locomotives, and the old song. I would welcome any data from readers on Arkansas shortlines."

Sy Reich

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129
TOPTON, NORTH CAROLINA

tourist and common-carrier line that operates over the only remaining section of the defunct Huntingdon & Broad Top Mountain Railroad which used to run through my home town of Saxton," writes Larry H. Williams, age 24, who is secretary and treasurer of that chapter as well as a high-school teacher of Pennsylvania history living at 708 Church St., Saxton, Pa. 16678.

"I have accumulated quite a volume of info. on the H&BTM, which has been my chief interest for years. Our chapter is doing all it can to preserve the Everett Railroad from the same fate that crept up upon the H&BT—demise due to local dis-interest. Recently our chapter's president, Seibert Oaks, and I took on the obligation of managing the line's tourist division. Some of us are putting in precious hours on a non-pay basis to keep the wheels turning. Perhaps other railfans in this area will help.

"Our tourist season opened May 27th and will last through October. We run trains mostly on week-ends but will extend the operation to other days if and when the patronage warrants it."

The Veronia, South Park & Western (8138 S.E. 13th Ave., Portland, Ore. 97208) operates its steam-powered "Journey into the Past" at 3 p.m. every Sunday from June 4th through Sept. 24th, also 7 p.m. July 4th, and 10 a.m. July 16th through Sept. 24th. You can take a 42-mile round trip from Banks, Ore., 25 miles west of Portland on U.S. highway 26, over an old logging line through the Oregon Coast Range to Veronia: adults $3.50, kids $1.75. The engine is No. 105, a 2-6-2 (Prairie type), and the vintage coaches used to run on the old Oregon Electric Railway.

Pine Creek Railroad, New Jersey's only narrow-gage steam line, opened its 1967 season April 29th and will operate Saturdays, Sundays, and holidays until Nov. 12th at Allaire State Park on Rte. 524 near Farmingdale. Motive power includes Shay No. 5 (Lima, 1927) and *Lady Edith,* a 4-4-OT (Stephenson, 1887), imported from Ireland. Trains run on about a 20-minute schedule all afternoon. For additional info. write N.J. Museum of Transportation, Inc., P.O. Box 622, Farmingdale, N.J.

Strasburg Rail Road in Pennsylvania recently bought 180-ton Decapod No. 90 from the Great Western Railroad in Colorado. Baldwin built her in June, 1924. Strasburg's general manager, Huber Leath, became interested in the engine in 1963 while riding on a fan-trip pulled by No. 90. He says she is in top operating condition.

"Some fellow is trying to coax me into a deal setting up a tourist attraction steam railroad, but I'm not interested," writes one of our authors, E.A. "Frog" Smith, former engineman on logging railroads, Box 3293, North Fort Myers, Fla. "If I wanted to leave here I could go to Silver Springs to run an 8-wheeler or to Leesburg, Fla., to help Tom Battle get his road going. Right now I'm spending my spare time building a 6″-gage live steamer with 5″ drivers and 5″ straight-top boiler."

On June 25th the Arcade & Attica will celebrate its 50th anniversary by doubleheading its regular 12:30, 2:30, and 4:30 trips with steamers 14 and 16. Also in the works for this July and August on Mondays, Tuesdays, Thursdays, and Fridays, railfans will be able to ride in an 80-year-old side-door caboose on a diesel-powered mixed train from Arcade, N.Y. (278 Main St., 14009) to North Java, a 28-mile round trip that is delightful.

Train will leave at 10 a.m., subject to freight connections. Then at 2 a.m. a steam passenger trip will leave Arcade for Curriers, a 14-mile trip. Week-end afternoon trips will be from May through October. An illustrated history of the line, 36 pages, 6x9″, paperbound, recently published, sells for $1. The book was written jointly by Edward A. Lewis, general manager, and Harry S. Douglas.

Word received from Britain by Edgar T. Mead, Jr., says the 56-year-old Isle of Man Railway has been reprieved from abandonment and is expected to resume operations on a limited basis in June, but there is some doubt about reopening of the St. John-Ramsay branch, perhaps the most scenic part of the railway and best suited for open-bench passenger excursions. The Duke of Sutherland built this railway around 1871 as the world's first commercial 3-foot-gage line, even preceding the Denver & Rio Grande in the United States.

The tiny Isle of Man is accessible from London by a 50-minute plane ride or by a rail sleeper trip from London, thence to Douglas on the island via a packet boat. It's a great vacation spot.

"Some of our equipment dates back to 1881 and we do our best to keep it in good condition," reports Sam Freeman, general manager of the Black River & Western, Box 83, Ringoes, N.J. "This year, besides our steady No. 60 (Great Western 2-8-0) we are using George Hart's No. 14, a former Brooklyn Union Terminal 0-6-0T, now equipped with air brakes and signal line. We operate every week-end and holiday from mid-April through mid-November."

Les Tuttle stated (April issue) that the 2-foot-gage steam-powered Florida Southwestern would not convert to 3 feet. Right! It will convert to standard gage and is now building two handsome coalburning 4-6-0's, Nos. 101 and 102, each to weight 50 to 55 tons, No. 101 straight-stacked and No. 102 equipped with a genuine Rushton cabbage-head stack. So says Thomas L. Blain, 11 Bay Street, St. Augustine High School Estates, St. Augustine, Fla. 32084, who visited Fred W. Perry, sole owner and chief mechanical officer of the FSW.

"Mr. Perry took me through his shops and showed me the mechanical drawings and the many patterns he will use in building the new locos," Tom writes. "Apparently these are the only two standard-gage steam engines being built in the U.S. today. Anyone interested in buying the 2-foot-gage loco, tender, and coach at a low price should contact Mr. Perry at 44 S. Whitney St., St. Augustine, Fla, 32084. He will send you free literature.

An old-style railroad town, Bear Creek Jct., which opened its second season May 20th, is located in western North Carolina on a 40-acre tract in Nantahala National Forest in the Great Smoky Mts. not far from Robbinsville on U.S. Highway 129. There you can ride a Shay-powered train from Bear Creek to Nantahala Gorge, 4½ miles, and visit a large railroad museum called Railroad Town, U.S.A. A broad platform built high up on the mountainside provides a vantage point for tourists, especially photographers. You can look down 1,000 feet into the gorge or out across the vast distance as far as eye can see. (See photo on page 16.)

On view are antique railroad cars standing near the quaint Bear Creek Jct. depot, including the Pullman *Robert E. Lee,* which ran for years on the *Crescent Limited* between New York and New Orleans, and a former Nickel Plate dining car, which used to burnish the rails between Cleveland and St. Louis. The latter is used at Bear Creek Jct. as a diner, serving luncheons daily. There are also boxcars filled with railroadiana, and nearby an old-type steam sawmill, operated by a crew of 5 men.

# SAVE MONEY ON THESE EXCITING NEW VALUES!

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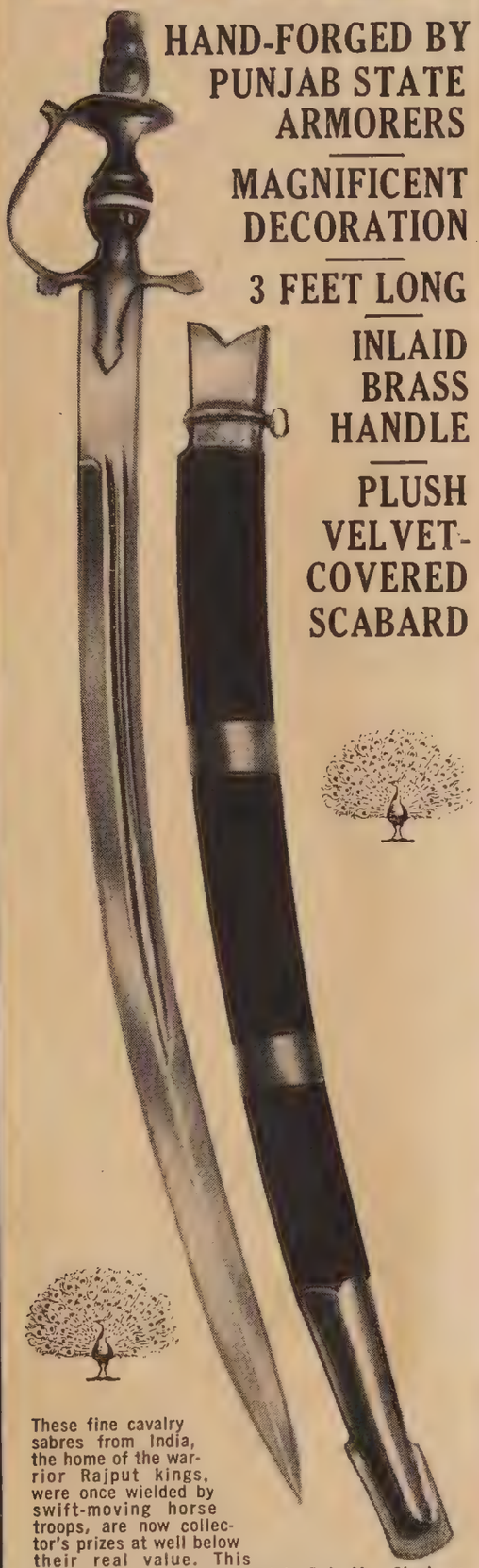

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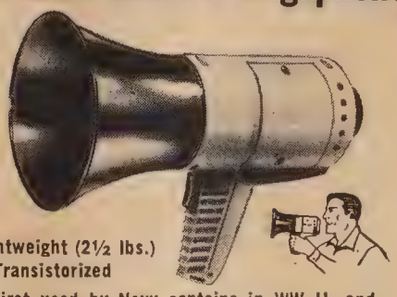

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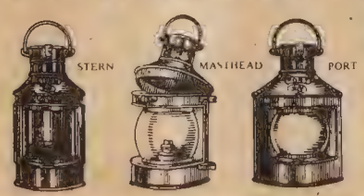


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## Railfan Organizations

The Nickel Plate Historical & Technical Society, which issued its first *Newsletter* last September when it had about 50 members, now has a membership of 125, reports Tony Koester, editor of the *Newsletter*, P.O. Box 633, Lafayette, Ind. "Our increase is due partly to items published in *Railroad Magazine*," he adds. "We also appreciate the NKP notes and photos in your magazine from time to time, such as one about the whereabouts of Berkshire 757.

"Here are two railroad nicknames: LNA&C (Louisville, New Albany & Chicago, now the Monon), 'Long, Narrow & Crooked,' and CA&S (Chicago, Attica & Southern, abandoned in the mid-1940's), 'Coal, Ashes & Soot.' I am researching the latter and I want to hear from anyone who has photos, info., railroadiana, etc., related to the CA&S or to the C&EI's ownership of this line before 1921 (also known as the Chicago & Indiana Coal Ry.)."

*Railfan's Guide to Oregon*, 20 large pages, illustrated with photos and a map, has just been compiled by the Pacific Coast Chapter of the National Railway Historical Society, P.O. Box 8853, Portland, Oregon 97208, at 50¢ a copy postpaid. It covers in detail all steam locos and electric equipment in the state, both active and displayed; diesel-powered shortlines, industrial railroads, and Oregon's 5 railfan clubs. Proceeds from the sale of this useful *Guide* help the NRHS chapter.

By acquiring 5 new chapters, the NRHS, America's largest railfan club, now has more than 4,500 members. The new chapters are Alaska-Yukon, Anchorage, Alaska; Charleston, S.C.; Gulf Coast, Houston, Texas; Winchester, Va., and Wiregrass, Dothan, Ala. There are now 73 NRHS chapters.

## Setouts and Pickups

Upon retiring from the U.S. Army recently after 31 years of active service, Colonel James G. Bogle, No. 49 in our *Interesting Railfans* series and now head of the Atlanta Chapter of NRHS, was awarded the Legion of Merit "for exceptionally meritorious conduct in the performance of outstanding services" as assistant chief of staff, G-4, Headquarters, XII U.S. Army Corps, Atlanta, Ga., for nearly 3 years. The citation refers to his "qualities of leadership, professional competence, and mature judgment."

**Late night in winter at the New York Central station in Syracuse, N.Y.**
Jerry Young, 293 Talus St., Chula Vista, California

Among other bits of railroadiana, Jim has one of the Bibles that used to be carried regularly, in racks, on passenger cars of the old Atlantic & Western (see our March issue, page 12). His copy is entitled *The Gospel and Acts of the Apostles* and is dated 1874. Its black leather cover has held up well through the years. The gilt lettering includes the railroad's name.

*Explorer X*, experimental lightweight train built by Pullman-Standard in 1956 for New York Central, is presently based in Kingsport, Tenn. The 9-car streamliner is now the property of Pickens Railroad, Pickens, S.C., and is available for lease to various railroads and large manufacturing companies. It stands on the tracks of the Holston Army Ammunition plant leased to the Clinchfield Railroad.

Just laid on our desk is a new catalog of Replica Mail Specialties, P.O. Box 2820, Grand Central Station, New York, N.Y. 10017, a 20-page listing of railroad jewelry, records, books, prints, hardware, etc.

"The Florida Pioneer Museum at Homestead has obtained a Florida East Coast caboose and is now renovating it," writes Seth Bramson, 112 North Baker Hall, Cornell University, Ithaca, N.Y. 14850, "and asked me to donate, on permanent loan, the items needed to make it a museum."

Info., pix, or anything else on the old Cincinnati, Lebanon & Northern (now part of the Pennsy) will be bought by Edgar Banks, c/o Coggswell, 73 Lincoln Park, Newark, N.J. He is most interested in locos.

Regarding the GN Mallet with a smokestack in the center (April issue, page 33), Norman Priebe, Rte. 1, Rosemount, Minn., supplies the following details: "She was No. 1965, a 2-6-8-0 Mallet compound, class M-1, built by Baldwin in 1910, with 78,360 lbs. of tractive effort. Her stack was moved to the mid-boiler position in 1919. Six years later the engine was simplified and her stack was put back into the normal position. At this time her t.e. was 95,500 lbs. Later, when the GN changed its method of computing t.e., the figure became 102,592 lbs. The engine, which was the only one of her class ever to have a center stack, was scrapped in 1953.

A railfan who was curious about the herald on Lackawanna boxcars, "Route of Phoebe Snow," asked Larry Thompson, *Miami Herald* columnist, "Who or what was Phoebe Snow?" Larry passed the query on to his readers. Result, he was "buried under avalanches of phone

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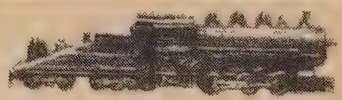

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State ..... Zip .....

(Sorry, no C.O.D.'s)

**Remember the days when the Pennsy used steam? Here is a freight hotshot on the old Susquehanna Division en route from Enola to Buffalo with No. 6787, class M-1.**

Bud Rothaar, 757 Pierpont Street, Rahway, N.J.

calls and letters." Several fans sent us clippings of Larry's column.

One person who supplied an answer is Mrs. Dorothy Laughlin (see our current front cover), who mailed Larry a Phoebe Snow article written by Freeman Hubbard.

"A book entitled *The Story of Country & Western Music*, by Robert Shelton (Bobbs-Merrill), which I have just finished reading," writes Jim Scribbins, 155 N. 79th St., Milwaukee, Wis. 52313, "states quite a bit about the railroad as a subject in such music. It mentions Harry K. McClintock (Haywire Mac), author of *Big Rock Candy Mountain*, and gives much space to Jimmie Rodgers." (See Along the Iron Pike, page 41.)

Article on steam power in India (this issue) may prompt someone to write to Miss Aruna Bhrattacherjea (age 16), 200 Netaji S.C. Bose Road, Calcutta 47, West Bengal, India. This girl collects stamps and wants to get mail from someone in the U.S. or Canada.

"The response to my listing in *Pen Pals Wanted* in your April issue was magnificent," writes Mrs. Catherine Watkins, 504 W. Gordon St., Thomaston, Ga. She had wanted info. on the value of a lot of old picture postcards bearing RPO cancellations — which she got, from all over the U.S. and Canada. It all started last November when she wrote to Leon Joyner, editor of the *Atlantic Coast Line News*, asking how she could sell those cards. Mr. Joyner put the matter up to J. H. Durant, sales manager, Western Union Telegraph Co., 510 Hogan St., Jacksonville, Fla., who in turn contacted us. The lady was so pleased with the results that she gave Mr. Durant some interesting old L&N railroadiana.

"This all would not have come about had I not been a reader of *Railroad* he says. "I am indebted to you not only for an interesting magazine but also for the highly prized railroadiana it indirectly brought me."

An official state historical marker has been attached to the *Ellsmere*, former Texas & Pacific business car, now on a children's ranch southwest of Fort Worth, Texas. This car was built in 1914 for Dr. W. S. Webb, president of the Wagner Palace Car Co. The T&P bought it in 1920, retired it 31 years later.

A 21-car train full of square dancers from coast to coast will tour Canada from June 24 to July 9. And at every station where there's a 20-minute or more stop, out will come the dancers, jeans, crinoline, fiddles and all, for a rip-roarin' square dance. They'll reach the high point of the celebrations at Victoria, B.C., on July 1st, the exact date of Canada's birthday.

When the IC was cleaning out some old files the other day it turned up about 2,000 bronze medallions cast for its 1951 centennial. Designed by a famous sculptor, the late Julio Kilenyi, the 3-inch medallions were presented to notables. They are now available at $3 each as long as the supply lasts. Contact C. J. Bueschel, gen. supt., Dining, Parlor & Coach Service Dept., Illinois Central Railroad, 135 E. 11th Place, Chicago, Ill. 60605. They are larger than photo on page 60 shows.

"I have a train order dated Feb. 4, 1903, without a railroad name," writes Bob Denton, Box 5122, Midland, Texas 79701. "It reads: 'Form 31, for C&E Extra 644 at Echo. Eng. 644 will run extra Echo to Lafayette and meet Extras 210, 131 and 213 west of Sulphur Mine. W.F.C.' Signatures of conductor and engineer are illegible, but the operator was named Clancy. Who can identify this order?"


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Thomas P. Cheesborough, Coconut Grove, Fla. 33133

**A noontide pause in Topton, N.C., yard of Graham County Railroad, which connects with the already-famous Bear Creek Jct. The Shay is No. 1925.**

A group of blind children traveling to Washington, D.C., on the Pennsylvania Railroad recently found Braille menus specially prepared by the railroad in the dining car when they sat down for luncheon.

The following poem, entitled "Dinger Blues" (a *dinger* is a switchman), was written by SP engineer Dick Murdock for *Port Costa News*:

**There comes a time in a switchman's life**
**When he'll hang his lamp aside**
**For that swivel chair and desk so fair—**
**Switch lists he'll deal with pride!**
**"I've had enough of cold and guff—**
**Of midnight goats," says he,**
**"Of hung-over hogheads who can't read signs,**
**Who react alarmingly!"**

**But once he's there in the dinger's chair,**
**Odd changes grasp this lad.**
**He hops around like a daffy clown—**
**He's got the jitters bad!**
**But the mystery that he can't see,**
**Shines to us quite brightly.**
**It takes just as long to ding the dinger**
**As when he was a foreman nightly.**

*Railpower*: *The International Railfan Journal*, with 6 mimeographed pages of legal-size paper, edited by David Lowe and Ronald E. Hann, is published at 54 Smythe Rd., Henderson, New Zealand, on a non-profit basis and sells at 25¢ a copy, $1 a year for 6 issues. Although *Railpower* covers many countries, we could not find a word about North or South America in its latest issue.

"Collectors of railroad records will like this one," reports H. Reid, railroad photographer and book author. "I mean *Red River Train*, a 45-rpm recording by the Fontana Ramblers, available by mail from Bob Sloan, Fontana Village, Fontana Dam, N.C., $1.50 postpaid. It's honest music with steam locomotive whistle effects by the group associated with Graham County Railroad in western North Carolina. The Ramblers play for national square dance conventions annually. Their new record features an incisive stand-up bass beat accented by jolly banjo and is a favorite of Louise Sawyer, often photographed with Graham County Shays. 'Square dancing is how I keep in shape,' she says. *Railroad* readers who've seen her picture regard Louise as one of the shapeliest items in the Great Smoky Mountains."

**At Douglaston on the Isle of Man in 1962: the engine is 2-4-0 type No. 12.**
Edgar T. Mead, 1158 Fifth Ave., New York, N.Y. 10029

**Railroad souvenirs for sale by the IC.**

"Ye Old Abandonments Nite" July 28 in NY Penn Station new YMCA (at tracks 4 and 5), covering former steam and trolley lines anywhere in N. America, admission $1, auspices of East Coast Ry. Museum, headed by Robt. M. Epstein, 117-14 Union Turnpike, Kew Gardens, N.Y. 11515. Bob wants to borrow, buy, or trade for slides suitable to show that night.

July 15 and 16: free round trip by rail from Cottage Grove to Culp Creek, Ore., 166 miles, over lines of Oregon, Pacific & Eastern (Georgia-Pacific). Flatcars with benches, some old coaches. Ride auto 20 miles to old mining camp. Query the Chamber of Commerce at Cottage Grove, Oregon.

A 20-car circus train will leave Circus World Museum at Baraboo, Wis., on Friday, June 30th, about 6:15 a.m. and arrive in Milwaukee about 1 p.m., sponsored by Jos. Schlitz Brewing Co. and probably pulled by Grand Trunk steam loco 5629 (owned by Richard Jensen).

## Overseas Railroading

British Railways mislaid 5 full-grown elephants the other day. Circus trainer Bobby Roberts shipped his pachyderms in a stock car to Queen Street Station in Glasgow, Scotland, but when he called to pick them up he was told they had been sent to a parcels depot 1½ miles away. A checkup with the parcels staff brought this reply, "We returned the elephants to Queen Street." But Queen Street told Bobby: "We haven't got the elephants; they must be at the depot." They weren't. Finally, the missing stock car was found on a spur and everybody was happy, including the elephants, reports Joseph Fox, Monomark BM, exn. 3, London, WC1, England.

Wolverton station, once used by British royalty for their trips to Sandringham Palace and containing a royal

**"Lounge in the Sky" on the Vista-Dome *North Coast Limited*. The Northern Pacific now operates six of these cheerful new cars on its 6,682-mile system.**

suite of waiting rooms, is now being bypassed by them and is up for sale. The station's flower beds, which won more than 30 prizes in contests for best-kept gardens, are overgrown with weeds. Seventeen trains still pass through the small depot, which serves a village of about 200 people.

The last steam engine to be overhauled in British workshops, the *Oliver Cromwell*, No. 70013, left Crewe works, looking superb in freshly-painted livery, and is now running out of Carlisle for a last lease on life. Crewe works built and overhauled steam power for 123 years but today is giving full time to diesel and electric loco repairs.

"Hot wires are threading the English midlands, and recently the current was turned on, linking Birmingham, Coventry, Wolverhampton, and London by electric rail service," writes John Drayton, British Rail engineer, 13 Sycamore Rd., Griffthstown, Pontypool, Monmouthshire, England. "Since then the number of rail passengers in that area to London has shot up by around 27 percent, to Manchester by 46 percent, and no less than 80 percent to Liverpool!

"All steam locos (precious few are left) carry notices warning enginemen not to climb above the footplate level while working in overhead electrified zones. Likewise with diesels and multiple-unit cars. Most rolling stock bears similar signs where handrails are provided to reach the car tops. Anyone in reaching distance of the power lines would quickly be burned to a cinder."

"I would like nation-wide electrification," says W. T. Stevenson, the London Midland Region's electrical engineer. "It's the best means of transport and it's efficient and clean. Electric locomotives do not need as much maintenance as diesels and they are also more reliable."

*Rail News*, newspaper of the nationalized British rail system, is still carrying large cigarette ads although the British Government itself is waging a national campaign against cigarette smoking because of the startling rise in heart and lung diseases traced to cigarettes. Parliament passed a law barring TV cigarette commercials but it lets *Rail News* display such ads. We wonder why.

Nine days ahead of the deadline for closing U.S. bases in France, a Federal Republic of Germany Railway steam engine chugged across the international border at Forbach with a train of 12 diesel locos and one boxcar filled with repair parts. The train was destined for the U.S. Army Rail Maintenance Activity at Rheinau, for redistribution to depots in West Germany.

The diesels—11 Army and one Air Force—had been used at depot activities stretching across France, encompassing an area from Captieux in the southwest to Toul in the East. The schedule for their departure went off like clockwork. Before each diesel was moved, it was inspected by rail mechanics and by representatives of the French National Railways.

This info. came from Homer G. Benton, chaplain, TUSLOG, Detachment 67, APO 09380 New York, who writes: "My present assignment is in Turkey. Fortunately, I often have occasion to ride the railroads here. Much steam is still in use. I take trips on steam express trains to visit my units. Should you be interested in photos or stories, I might work out something."

Sweden's state-owned railroad system has many unusual features, according to *The Capital Times*, Madison, Wis., and imagination is its main asset.


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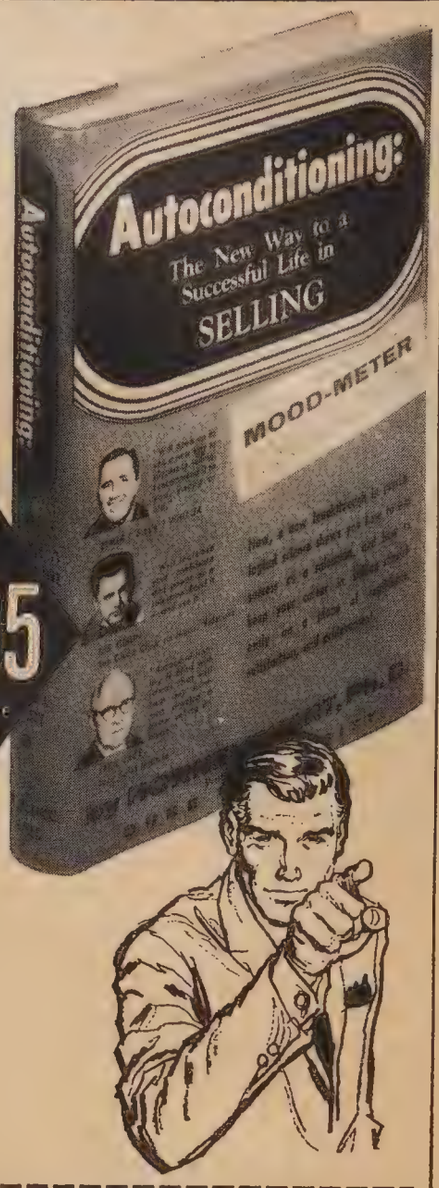


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**Railfanette Diana Moon, age 19, of Milton, Fla. 32570, collects engine pix, tts., postcards, other railroadiana. The loco is Baldwin 2-6-2 No. 101, still working for T. R. Miller Mill Co. at Brewton, Ala.; engineer is R.C. Rucker, age 64, also living in Milton, who took the photo.**

On the commuter trains into Stockholm, for instance, language courses in English are given free to passengers each morning and evening. Every so often the Swedish State Railways arrange special jazz trips, with popular bands and a special car for dancing.

In Lapland (a section of Sweden's far north), a special "library train" travels between the far-apart stations, bringing world literature to the most isolated sections of the country.

On long-distance trains, special coaches are equipped with compartments just for children and their mothers. The coaches feature special lounges, a nursing room and a small-sized bathroom. Play tables are furnished for the children. Another facility lets mothers heat food or bottles for their children. There's even a hand shower to clean up the youngsters before getting off.

Railroad cars in Sweden are often reserved for business conferences by bankers and industrial men who turn a day-long trip into a productive working day. If there is no dining car on a train, a hostess will serve light snacks.

**Filling a water car from a trackside tank at Pinon, Colo., on the D&RGW: a very unusual procedure, even last summer, when this photograph was taken.**
R. P. Parsons, P.O. Box 63, Arvada, Colo. 80002

Last November we ran a paragraph about a booklet entitled *Bilder fran Sveriges Jarnvager 1965*, written and published by Frank Stenvall, Kopenhamnsvagen 47 A, Malmo V, Sweden, in which the author said that if he broke even he would make it an annual publication.

"Well, it was a success," he tells us, "and I am giving you a copy of the new edition."

*Bilder Fran Sveriges Jarnvagar 1966*, printed jointly in Swedish and English, has 36 pages, 6x8", paperbound, is filled with a variety of good pictures of Swedish steam, diesel, and electric railroading, and sells for $1.20 postpaid. Use International Postal Money Order. For airmail delivery add 30 cents.

## Pen Pals Wanted

N. Frank Barnes, 1915 Robbins Place, Austin, Texas 78705, retired Katy engineer, age 95, author of "The Last Survivor" (May Railroad Magazine), wants to hear from oldtimers, especially those in engine service.

Margaret Klein (15), 3326 North Octavia Avenue, Chicago, Illinois.

Pete Fowler (37), 328 Wallace Street, Lewisburg, Tennessee 37091.

Kris Heath (17), 62 Kinney Street, Brocton, New York 14716.

Lester H. Brenaman, 344 Marietta Ave., Mt. Joy, Pa., wants info. on Western tourist attractions.

Joe Lucero, HA B-713,805, U.S. Naval Hospital, Great Lakes, Illinois.

Mrs. Olen Young, 1749 Maryland Street, Gary, Ind., is interested in lanterns. So is V. J. Nunes, P.O. Box 511, Princeton, W. Va.

Pfc Barry Stagl, HHC 172 Inf. Brigade, APO Seattle 98749.

Carol Ann Mendoza (17) and her sisters, Eleanor (16) and Becky (15), 116 W. Victoria Ave., Montebello, Calif. 90640.

Pfc William Neill, HHC 172d Inf. Brigade, APO Seattle 98749.

Paul Foley (15), 3141 Charles Street, Melrose Park, Illinois.

Harry L. Butler (62), 606 W. Front Street, Bloomington, Illinois 61701.

Maria Barrera, 504 Peebles Street, Pittsburgh, Pa. 15221.

Dante Rossetti, via Angelo Sismonda 12, Torino, Italy, collects steam pix.

Allan Bolyard (20), USS Jenkins (DD447), FPO San Francisco, Calif.

Susan Wetmore (14), 408 High Street, Moncton, New Brunswick, Canada.

Pvt. Robert Lowenthal, U.S. 52756923, Ft. Jackson, S.C.

Rosemary Cunningham, Rte. 2, Box 53, French Creek W.Va. 26218.

Albert Grammer, 356 Spring Street, Petersburg, Virginia 23801.

Mrs. Florence McCray, Chestnut St., Buckhannon, W.Va.

Marion J. Marshall (30), 9242 Antauga, Houston, Texas 77000.

Rik Anderson (15), 508 East Seventh Street, Atlantic, Iowa 50022.

Audrey Black (19), 2439 Jasper Street, Philadelphia, Pa. 19125.

Solomon E. Fonny and Harry S. Musa, Union College, Bunumbu via Segbwena, Sierra Leone, West Africa.

Barbara Fraley (15), Rte. 1, Crescent, Iowa 51526.

Gordon Jetty (17) and his brothers, Dennis (13) and Richard (14), 61 Pine St., Part Byron, N.Y. 13149.

Chester A. Goble (74), 811 Arthur Street, Holdredge, Nebraska 68949.

Don McCallister (18) and sister Sherry (15), 3338 Ohio Street, St. Louis, Mo. 63118.

Norman Crossman (21), P.O. Box 21, Evans Mills, New York 13637.

Mrs. M. R. Feckner, 2419 Princeton Street, North Sacramento, Calif. 95815.

**The Mississippian, 24-mile freight line, long a steam stronghold, has finally gone diesel. Its diesel was built by GE-Alco for the Erie Railroad in 1947.**
Darryl Du Forrest, 61 S. Conception, Mobile, Ala.

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French Gov't. Cost $22
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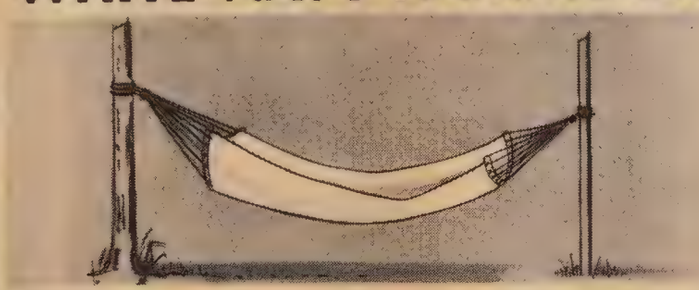

Ask any sailor if he remembers these heavy white canvas hammocks and he'll tell you they're sturdy, hold up well and cost a lot less money than commercial ones. Just think how relaxing they can be in your back yard, on camping trips, etc. Brand new. A full 36x74". Brass grommets. Complete with all ropes and clues.

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**HILLSDALE ASSOCIATES, Dept. AMG-8-67**
**208 East 43rd Street, New York 10017**

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___ 16" Old-Time Hunting Horn @ $4.95 (Add 35¢ post.)
___ U.S. Camp Machete @ $2.95 (Add 35¢ post.)
___ Deep-Sea Skin Diver Watch @ $12.95 (Add 65¢ post.) Specify band

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# Shortlines of Colorado

*Present-day locomotive rosters compiled by Sy Reich*

### Colorado & Wyoming Railway

| Road Numbers | HP | Builder | Builder's Model | Wheel Arngt. | Tractive Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|
| 101-102 | 1500 | GM-EMD | GP7 | B-B | 60,720 | 242,870 | 1951 | |
| 103-104 | 1500 | GM-EMD | GP7 | B-B | 60,630 | 242,530 | 1951 | |
| 201-212 | 800 | GM-EMD | SW8 | B-B | 57,500 | 245,000 | 1951-2 | |
| 214 | 900 | GM-EMD | SW900 | B-B | 60,590 | 245,000 | 1957 | |
| 1104 | 1000 | Alco-GE | S2 | B-B | 69,000 | 245,000 | 1944 | 1 |
| 1105 | 1000 | Alco-GE | S2 | B-B | 69,000 | 245,000 | 1943 | 1 |
| 1106 | 1000 | Baldwin | VO 1000 | B-B | 71,830 | 245,000 | 1942 | 2 |
| 1107-1108 | 1000 | Baldwin | VO 1000 | B-B | 71,830 | 245,000 | 1943 | |
| 1109 | 1000 | Baldwin | VO 1000 | B-B | 71,830 | 245,000 | 1943 | |

### Denver Union Terminal Railway

This switching operation owns no locomotives.

### Great Western Railway

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 61 | 600 | GM-EMD | SW1 | B-B | 48,813 | 195,250 | 1952 | |
| 62-63 | 600 | GM-EMD | SW1 | B-B | 48,350 | 193,410 | 1950 | 3 |
| 90 | — | Baldwin | — | 2-10-0 | 46,500 | 371,500 | 1924 | |
| 121 | 1200 | GM-EMD | SW9 | B-B | 60,830 | 243,320 | 1951 | |
| 122 | 1200 | GM-EMD | SW9 | B-B | 60,785 | 243,140 | 1951 | |

### Manitou & Pike's Peak Railway

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 8 | 400 | GE | — | B | 12,000 | 48,000 | 1939 |
| 9 | 400 | GE | — | B | 12,000 | 48,000 | 1946 |
| 10-11 | 400 | GE | — | B | 12,000 | 48,000 | 1950 |
| 12 | 400 | M&PP | — | B | 12,000 | 48,000 | 1955 |

### Northwestern Terminal Railroad

This switching operation owns no locomotives.

### Pueblo Union Depot & Railroad

This switching operation owns no locomotives.

### San Luis Central Railroad

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 71 | 600 | GE | 70-ton | B-B | 23,600 | 139,000 | 1955 |

### Southern San Luis Valley Railroad

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| D-500 | 224 | SSLV | — | B-B | 'Tremendous' | 60,000 | 1955 |

#### Notes on Colorado Shortlines

These rosters are based on data from C&W's vice president and gen. Manager, GW's ass't. to gen. manager, the M&PP Ry., SLC's president, and the SSLV, and are accurate as of the first quarter, 1967. For the purpose of our rosters, a shortline railroad is defined as a common carrier listed in either the Official Guide or the Pocket List of Railway Officials, or both, which has a route mileage of less than 400. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.—General Electric Co.; GE, General Electric Co.

(1) C&W 1104-1105 were originally Denver & Rio Grande Western 116, 109, then C&W 1104-1105.

(2) C&W 1106 was originally U.S. War Dept. 7454, then U.S. Ordnance (Pueblo Army Depot) 1, then Speken Wrecking Co. ?, then C&W 1106.

(3) GW 62-63 were originally EJ&E 231, 233, then GW 62-63.

## Canadian National Electric Locos and M-U Cars

*All-time roster compiled by R. Ian Stronach*

| Class | Number | H.P. | Builder | Wheel Arngt. | Weight | Tract. Effort | Built | Notes |
|---|---|---|---|---|---|---|---|---|
| Z8a | 8,14-21 | 400 | Nat. Car Co. | B-B | ? | ? | 1926 | 1 |
| Z1a | 100-105 | 1100 | GE and GGE | B-B | 173,500 | 18,000 | 1914 | 2 |
| Z2a | 150-155 | 667.5 | Bald. and W. | C | 128,900 | 18,500 | 1907 | 3 |
| Z2b | 156 | 667.5 | Bald. and W. | C | 140,540 | 19,700 | 1927 | 4 |
| Z3a | 175-176 | 700 | Bald. and W. | B-B | 143,000 | 13,585 | 1918 | 5 |
| Z4a | 180-188 | 1100 | Engl. Elec. | B-B | 201,500 | 21,400 | 1924-26 | |
| Z5a | 200-202 | 1100 | GE (Erie) | B-B | 171,700 | 17,900 | 1950 | 6 |
| Z6c | 229-230 | ? | QRL&P | B-B | 130,700 | ? | 1928 | 7 |
| Z7a | 300 | 300 | Westinghouse | B-B | ? | 9,040 | 1923 | 8 |
| Z7a | 326 | 400 | NStC&T | B-B | ? | 9,000 | 1940 | 9 |
| Z7a | 400 | 400 | Ottawa M. | B-B | ? | 7,500 | 1920 | 10 |
| Z7a | 401 | 400 | Oshawa Ry. | B-B | ? | 7,500 | 1922 | 10 |
| Z7a | 402 | 400 | NStC&T | B-B | ? | 7,500 | 1940 | 10 |
| Z7a | 403 | 400 | Kingston L. | B-B | ? | 7,500 | 1928 | 10 |
| Z7a | C-1 | ? | ? | ? | 67,440 | ? | ? | 11 |
| | C-2 | ? | ? | ? | 60,400 | ? | ? | 12 |
| | M-1-M-6 | 1000 | GE (Erie) | B-B | ? | ? | 1952 | |
| | T-1-T-12 | — | GE (Erie) | 2-2 | 91,700 | — | 1952 | |

Roster of electric locos and multiple-unit cars is based on data from Canadian National Rys., Motive Power & Car Equipment and Public Relations departments, and is accurate as of July 2, 1966. Abbreviations: Nat. Car Co., National Car Co.; GE and CGE, General Electric Co. and Canadian General Electric Co.; Bald. and W., Baldwin Locomotive Works and Westinghouse; Engl. Elec., English Electric Co.; GE (Erie), General Electric plant at Erie, Pa.; QRL&P, Quebec Ry., Light & Power; NStC&T, Niagara, St. Catherines & Toronto; Kingston L., Kingston Locomotive Co.

(1) No. 16 sold to Noranda Mines in 1964. No. 18 sold to Connecticut Electric Ry. Association. Remaining units scrapped 1960-'61.

(2) Originally Canadian Northern 600-605, then Canadian National 9100-9105, renumbered 100-105; scrapped in 1959.

(3) Originally St. Clair Tunnel Co. 2655-2660, scrapped in 1959.

(4) Also scrapped in 1959.

(5) Originally Chicago South Shore & South Bend 505-506, then Can. Nat. 9175-9176, renumbered 175-176; scrapped in 1959.

(6) Originally National Harbours Board 101-109, then Can. Nat. 9180-9188, renumbered 180-188.

(7) Originally Quebec Ry., Light & Power 34-35. No. 35 rebuilt in 1929. Both scrapped in 1959.

(8) Sold to Seashore Trolley Museum in 1964.

(8) Sold to Seashore Trolley Museum in 1964.

(9) Sold to Noranda Mines in 1964.

(10) Scrapped in 1960.

(11) Rebuilt from Canadian National 15742.

(12) Rebuilt from Canadian National 15739.

**Canadian National electric locomotive 100 at Montreal in 1955. The engine was built by General Electric and Canadian General Electric companies.**
Photo by Stephen D. Maguire

# The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. We won't run an entry if it is hard to read.

Do not omit St., Ave., etc., in your address. Use abbrevation such as *tts.* (timetables); *emp. tts* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our Aug. department is closed. Entries for Sept. issue should reach us before June fifth. Address Sy Reich, *Railroad Magazine*, 205 E. 42nd St., New York, N.Y. 10017.

ELLIS ACKER, Jr., 615 W. 40th St., Anniston, Ala. 36201, wants to hear from Southern Ry. fans, esp. steam fans.

HOWARD AMELING, 619 Ewing St., Fremont, Ohio 43420, sells 3½x5, 5x7, 8x10, and p.c. steam pix of many U.S. and Canadian rd., incl. shortlines, logging, etc.; 8-page list and sample 25¢.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix of LV, CNJ, DL&W, L&NE, RDG, L&HR. Pa. shortlines, also station pix.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys collections of railroadiana, also ship and express items. Sells railroadiana. Write for catalog.

LEN BEARD, Box 112, Wonder Lake, Ill. 60097, wants switch keys and locks, all roads.

P. BELBIN, 22 Banool Ave., St. Ives, New South Wales, Australia, trades steam loco bldrs. plates.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys collections of anything FEC. Sells prints from official 8x10 FEC negs.; sample set of 5 prints $5.

W. BROSCHART, 89-32 138th St., Jamaica, N.Y. 11435, selling British and European ry. negatives, tts., books, etc., also U.S. bus and trolleybus negs. Send for info. Many U.S. rail and steamship tts. available.

R.M. BROWN, 608 Maple St., Lohrville, Iowa 51453, wants telegraph learner set, complete with tapes.

TOM BROWN, 5912 Fern St., El Cerrito, Calif. 94530, sells or trades tts., emp. tts., train orders. (SSE)

HENRY BRUECKMAN, Box 483, San Anselmo, Calif. 94960, sells Western Amer. and European steam, diesel, trolley pix, 5x7 b&w in sets. List and sample print, 25¢.

TOM BULLERMAN, 5731 S. 113th., Hales Corner, Wis. 53130, buys, sells, trades locomo pix, slides, any road.

JOE BURKEL, 133 Lehigh Ave., Blackwood, N.J. 08012, will buy and trade rr., lanterns.

# men's mart

**All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.**

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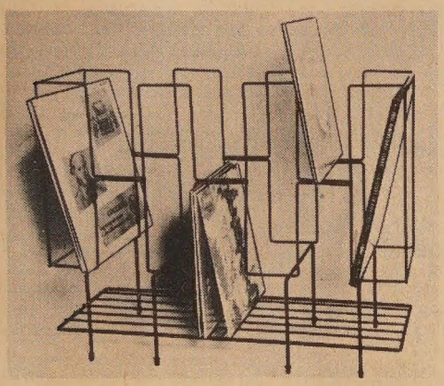

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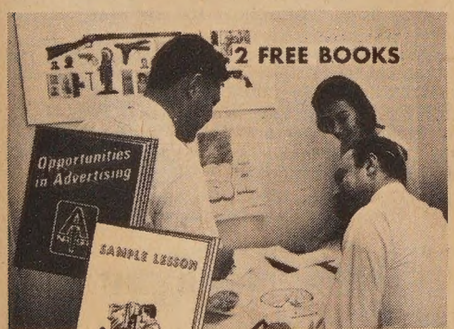


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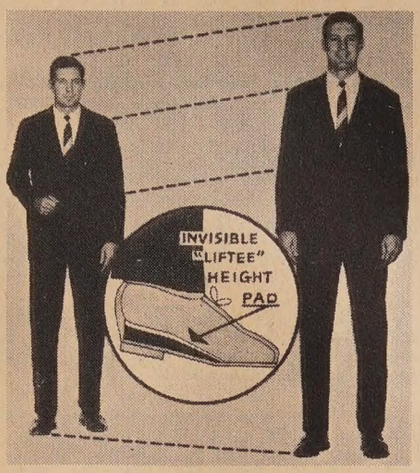


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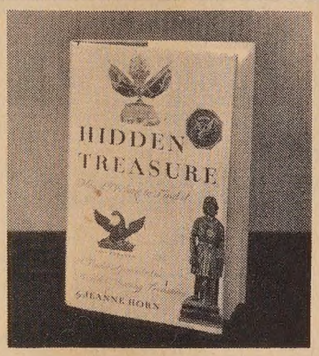


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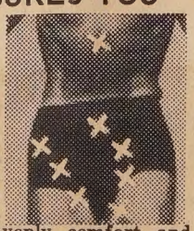

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JIM CERVENANSKY, 3333 E. Ruskin St., Milwaukee, Wis. 53215, wants slides, movies, info. on TMERAL and CNS&M, and CERA Bull. 97.

J.B. CHAMBERS, 126 Forest St., Reading, Mass. 01867, will buy books "Rails Around Gold Hill" and "Sisters of the Road, Autobiography of Boxcar Bertha," and any issues of "Railroad and Photo Annual" and "Railway Annual."

JACOB CHENEY, Box 846, Manchester, Conn. 06040, wants info. on Manchester, Granville & Dorset RR. in Vt. and Chester & Becket RR. in Mass.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys or trades Alco, Baldwin, Lima, builders' photos.

C.B. COBS, 178 Whipple Road, Kittery, Maine 03904, wants Alco bldr.'s plate any road.

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, will pay up to $3 for booklet "Western Maryland Story."

BILL CURRY, 1613 Valley Ave., Puyallup, Wash. 98371, wants any pix or 35mm slides of PGE, Rutland, other New Eng. roads; also emp. tts., "19" orders loco rosters, other railroadiana.

W.M. DAWSON, 4655 W. Montrose Ave., Milwaukee, Wis. 53219, want CERA Bull. 97 of 1953.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, will buy 116 or P.C. size pix of Belgium steam locos.

VINCENT DI SANTIS, 196 Carbon St., Paterson, N.J. 07522. wants NYS&W pix, negs., tickets, tts. before 1930, postcards.

D. DU FOREST, 61 S. Conception St., Mobile, Ala. 36602, needs info, on history of M&O branch from Mobile to Ala. port and Bayou la Batre.

LARRY EASTWOOD, 2560 Fetters Mill Dr., Bryn Athyn, Pa. 19009, offers large listings b&w pix of RDG, CNJ, LV, EL, other Eastern roads, 50¢ coin.

ERNEST FAHRNI, Rte. 2, Dalton, Ohio 44618, will sell Trains mag. from Nov. '47 to '66 compl. exc. Jan., April '48; April '52; Aug. '57; April '59; Aug. '62, 222 issues for top bid.

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, will buy any IC railroadiana.

BOB FITZGERALD, 603 Woodland Dr., Havertown, Pa. 19083, wants pix of pass. condrs., trainmen, gatemen, only in uniform, all eras, all U.S. roads, also cap badges.

FRANK FONTIS, Box 1063, Key West, Fla., wants gifts for Fla. RR. Museum old tts., pix. postcards, passes, keys, silverware, books, etc., on FEC, ACL, Seaboard, Sou., Apalachicola Northern. (donations credited to donor, not purchased).

LESTER FREMMING, 1650 N. Pacific St., Kelso, Wash. 98626, will buy or swap rr. lanterns.

S. A. FRYE, 145 W. Home St., Westerville, Ohio, 43081, buys and trades rr. lanters.

ED FULCOMER, Box 1004, Canon City, Colo. 81212, wants negs. or slides of Kentucy and Tennessee Alco switchers 101-103 and older D&RGW diesels.

KURT GALLMANN, 906 Chestnut St., Middletown, Pa. 17057, will sell 1873 "U.S. Railroad Manual" with map, 632 pages. Gives history all roads, with equipment lists. Other books also.

PAUL GARDE, Green Mt. Falls, Colo. 80819, has big new lists of slides: "Pa. and N.Y. Trolleys," "N. American Diesels," "PRR Diesels & Electrics," each list 50¢ with sample slides. Specify.

TED GAY, 6 Northview Dr., Morris Plains, N.J. 07950, sells 35mm slides, many roads; no list; state wants. (SSE) will buy 8mm or 16mm orig. rail movies, no copies.

ART GERRISH, Hampden, Mass. 01036, will sell for top bid all issues of Railroad Magazine '34-'45 complete, also '47, '48, '49 compl.

W.O. GIDSON 1320 Van Buren St., Amarillo, Texas 79101, will sell books "Rio Grande Sou. Story," mint, $35. "Also Denver, South Park & Pac.," fine, and "Pictorial Supplement," mint, as set only, $100.

ALDEN GOULD, Jr., 1950 San Ramon Ave., Mountainview, Calif. 94040, desires info, on WP&Y, Alaska R.R, CR&NW, Y&S, TVRR, ACR, other rail lines of Alaska or Yukon.

DAVE GRAF, 2872 Devin Rd., Grove City, Ohio 43123, will trade Erie RR, Adlake three-lens caboose marker, like new, for NYC caboose maker in same shape. State type, cond.

GARRY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color prints or slides of trolleys. Free lists; specify. PTC, PSTC, LAMTA, SF Muni, Newark, Boston, Pitts., Shaker, 3rd Ave., Toronto, Europe, museums, misc., 40¢ each. (SSE.)

JIM GRAVES, 14481 57th Ave. S., Tukwila, Wash. 98067, will trade CERA Bull. 97 (Wisconsin) for CERA Bull. 105 (Grt. 3rd Rail). Has many old tts. and emp. tts. to trade. Your list and SSE for his.

BOB GREENWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, seeks 1880 Poor's Manual, old rr. stock certifs.

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J., has lits of PRR and Baldwin builders plates for sale (SSE).

H.T. GUILLAMUE, 1629 W. 13th Alley, Wichita, Kan. 67203, will buy or trade rr. lanterns.

HARVEY HANSEN, 4370 Stewart Ave., Los Angeles, Calif. 90066, wants any size pix of old, outside Z-braced C&NW boxcars for use in building HO gage models of that kind of equipment.

GRAHAME HARDY, Box 622, Carson City, Nev. 89701, will send big list, free, of thousands of steam and elec. items up for auction. Buys railroadiana.

D.W. HATELY, 91 Queen St., Bowmanville, Ont., Canada, trades orig. Kodachromes of diesels in his area. Will sell Rolflex 4x4 camera.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades, on approval, orig. 35mm Kodachrome slides of diesels his area. No list; 900 items always on hand. General collectors only.

RAYNOR DE ROS, 309 Myrtle Ave., West Islip, N.Y. 11795, will buy good pix of Steamtown USA engine servicing at Bellows Falls, Vt.

JAMES HOUFF, Box 409, Boulder, Colo. 80302, sells lanterns, emp. tts., calendars, other paper matter. No list. Wants Great Northern HO locos, rolling stock. No list.

AL HUDSON, 15050 Montclair Rd., Birmingham, Ala. 35210, sells Xerox copies of Birmingham Elec., 1947 equipment book, incl. roster and 26 diagrams of all BECO cars.

RICH HUTCHINGS, 20435 Steel Ave., Detroit, Mich. 48235, sells 4x5 to 11x14 steam pix GTW and CN 6218 taken on fantrips. Wants GTW steam negs.

BILL JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells steam loco pix, size 620 or larger; most US and Canadian lines, also NdeM. Has many orig. negs. 616 and PC size.

C.A. JOHNSON 549 Lynnhaven Dr. S.W., Atlanta, Ga. 30310, wants info. and photos of Rome (Ga.) Ry. & Light Co.

BOB and LOU JONES, 131 Kendall Way, Covina, Calif. 91722, trades UP brake clubs for those of other rrs. Also has 5⅜" lens to trade.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10471, sells back issues Railroad Magazine, others. Buys collections same, good cond.

G.M. KIDDER, RD 1, Acton, Mass. 01720, will sell Official Guide (1948), "Extra South" (Reid), rr. stereo views, misc. railroadiana. (SSE).

HAROLD KNIFFEN, Box 756, Poughquag, N.Y. 12570, will sell 5x7 and 8x10 loco and car pix, misc. rr. pix, tts., emp. tts., some rr. books; list 10¢

BASIL KOOB, Box 279, Fort Dodge, Iowa 50501, sells back issues Railroad Magazine '45 to date; Ry. Progress '54-'58; '65 to date. Loans C&NW, CGW, steam negs.

Mrs. DOROTHY LAUGHLIN, 711 SW 73rd Ave., Miami, Fla. 33144, sells picture postcards of Gold Coast RR. (loco 153, FEC chair car, and Presidential car Ferdinand Magellan), set of 4, 20¢ plus SSE.

LEWIS (no first name), Box 5532, Washington, D.C. 20016, trades cloth patches; buys Burl., ACL, N&W, Soo.

DAVID LOWE, 54 Smythe Rd., Henderson, New Zealand, will swap pix of NZ steam for pix and notes on US tourist shortlines.

H.L. MACDONALD, 300 W. Taylor Ave., Wildwood, N.J. 08260, will sell L&HR loco 95 headlight, good cond. complete; make offer.

R.K. MASON, Box 15-218, Tampa, Fla. 33614, will buy or trade trolley and interurban pix western N.Y. and estern Mic.; moving, needs info., pix, and correspondence on Flordia. (SSE).

ALLEN McCORMACK, 2831 W. Chestnut Ave., Altoona, Pa. 16601, and friends are starting a museum and want anything on PRR or Altoona Shops. (Ed. note: we have no info. on his setup. You'd better check before sending him anything.)

TIM McKECHNIE, 607 S. 18½ St., Reading, Pa. 19606, sells trolley spikes $1.50 ea.; story of Reading St. Ry., 15¢

M.E. McKENZIE, 170 E. Pipkin St., Beaumont, Texas, 77705, will buy or swap switch keys.

BOB McVAY, Box 625, King City, Calif. 93930, collect PE mags., tts., emp. tts., maps, booklets, tickets, transfers. Sells PE slides. (SSE.)

RON MULDOWNEY, 12 W. Craig St., Basking Ridge, N.J. 07920, will trade or buy 10x16 Alco plate, Canadian Loco. Co. diamond, RUT number plate.

H.G. NELSON, 210 W. Clara Ave., Peoria, Ill. 61614, selling entire collection orig. steam negs., prints, size 616, Midwest roads. (SSE)

DAVE NESTLE, RD 2, Ray St., Greenwich, N.Y. 1234, sells much railroadiana, always something different. Large list 10¢

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy bidr's plates from elec. and diesel locoo.

T.J. PELLETIER, Box 64, Palouse, Wash. 99161, wants any size pix Seattle World's Fair ry., also Seattle trolleybus, streetcars.

ART PICKLES, 710 Ridgeside Dr., Montrovia, Calif. 91016, wants lanterns of any rr. now part of Santa Fe. Has 5⅜" clear globes to trade.

ERNIE PLANT, 254 W. Windsor Rd., North Vancover, B.C., Canada, will trade emp. tts. for public tts. showing all CP and CN stops or all SP stops, Portland to San Francisco.

AL PLUMLEY, 209 Homedale, Hopkins, Minn. 55343, will sell one Ferrocarriles Consolidados de Cuba Revisado Hasta Oct. 1 de 1956 complete system tts. with map, perf. cond.; make offer.

FRANK DE LA POTTERIE, 8830 Ft. Hamilton Pkwy., Brooklyn, N.Y. wants photo CN loco 3271.

N.F. PRIEBE, Rte. 1, Rosemount, Minn. 55068, buys old tts. and GN steam train orders. Trades NP for GN.

VINCENT PURN, 94-A Mary St., Lodi, N.J. 07644, buys PRR emp. tts., all divs. east of Pittsburgh and Buffalo, 1925-'29. State yr., cond., price.

ROBT. READ, RFD 1, Cushing, Okla. 74023, seeks rr. artifacts from Oklahoma short or abandoned lines, pix, paper, hardware.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, wants rr. lanterns, locks, keys to trade for keys. Wants esp. keys of rrs. now NYC.

JIM REID, 4584 Brentlawn Dr., North Burnaby, B. C., Canada, buys CN scenic color slides, steam and diesel, between Blue River and Boston Bar, B.C.; specify locations.

LOWELL ROTT, Rte. 2, East Troy, Wis. 53120, wants any size pix D&H, MEC, BAR pass. equip., steam locos, cabooses, MofW equip., general facilities.

PETE SAWATZKY, 2388 Glenview Dr., North Kamloops, B.C., Canada, sells 35mm colored dupl. slide sets of Canada's Confederation train and CN and CP wrecks.

H.N. SAWYER, 610 Empire Blvd., Rochester, N.Y. 14609, will sell switchmen's brass lanterns, tts., emp. tts., switch keys, rr. books, buttons, other railroadiana. (SSE)

GEO. SCHRODER, 78-14 160th St., Flushing, N.Y. 11366, selling LIRR, NYC, PRR tts. from late '40's, early '50's. (large SSE)

RICK SEFERIAN, 288 W. 92nd St., New York, N.Y. 10025, will buy or trade for pix, tts., etc., of Aurora, Elgin & Fox River and any trackless trolley material (slides, pix, tts., etc.) and any pix, tts., etc., of traction in Norwalk, Conn.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, has for sale or trade: B&O steam pix and b&w slides. List and sample 25¢

ROGER SNAPE (age 17), 9 Roscoe Ave., Trenton, Ont., Canada, will trade CN and CP pix with teen-agers anywhere.

BEN SNOW, in Pittsburgh area, contact Dan BROSEY, 107 Crestmont St., Reading, Pa. 19602.

AL STAUFER, Rte. 4, Medina, Ohio 44256, sells copies of his new book "NYC's Early Power: 1831-1916," over 350 pages, 800 pix, $15.

AL STOKES, 3958 S. Rill St., Los Angeles, Calif. 90037, sells assorted lots in steam locos of Soo, Burlington, UP, SP, SF, Katy, Frisco, TP, Mopak, C&NW, GM&O, IC, CN, etc., incl. logging. (SSE)

E.L. TOMBERLIN, 68 Oaks Blvd., San Leandro, Calif. 94577, wants names and addresses of transfer and ticket collectors.

MICHAEL VAIUSO, Box 619, Schenectady, N.Y. 12301, has size 616 negs. of EL, NYC, B&M, D&H, etc., to trade for other roads, shortlines, industrial.

DOGER VIZBAR, Brittain Hall, MacDonald College, Quebec, Canada, wants info. on Montreal subway system.

F. VON BLON, 1208 Locust, Muskogee, Okla. 74401, will sell one blank annual pass plus 3 transfers of Muskogee Elec. for $1. Wants to contact anyone interested in SW roads.

JACK WALDECK, 5939 Wilson Dr., Huntington, W.Va. 25705, buys dining-car supplies (silverware, chinaware, linens etc.)

M.C. WIKMAN, Mt. Olive Rd., Flanders, N.J. 07836, sells emp. tts., books, badges, buttons, operating manuals, rulbks., Off. Guides, old issues Railroad Magazine, Trains Albums, etc. List 10¢.

C.W. WITBECK, Box 970, Mammond, La. 70401, selling large collection of unobstructed, sharp, first-class postcard negs. by old steam photographers, each $6 and up. Also 5x8 and 8x10 glass negs. from Alco, BLW, SI&E; about 100 old bldrs. plates, etc. List 25¢.

MARTIN ZAK, 2 Hedgerow Dr., Morrisville, Pa. 19067, selling collections of size 616 negs. of diesels on WP, D&RGW, NP, PRSL.

BILL ZIKIAS, 76 Connecticut Ave., Greenwich, Conn. 06830, sells lanterns tts., emp. tts., buttons, badges, cloth patches, loco number and builders plates, one NH elec. loco headlight.

## Model Trading Post

ROBT. FARSON, 162 N. Hill Pl., State College, Pa. 16801, selling beautiful 12"-gauge steam loco., 1500 feet track, 2 switches, fully sprung trucks for 2 cars. (SSE)

ARNOLD HOFFMAN, Box 371, Atascadero, Calif., will buy 15"-gage rolling stock. Send pix, prices.

JEFF KOVACS, 491 S. Park Dr., Perth Amboy, N.J. 08861, wants Lionel catalogs (1955-'65) and O gage Plasticville; send lists.

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, will sell Lionel O gage pass. cars 601, 602 (shown in 1923 catalog). (SSE)

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants movies of tiplate toy train collections and scale model rr. layouts.

VIN. SILLETI, 1673 56 St., Brooklyn, N.Y. 11204, will buy O gage scale locos, cars, etc. ●

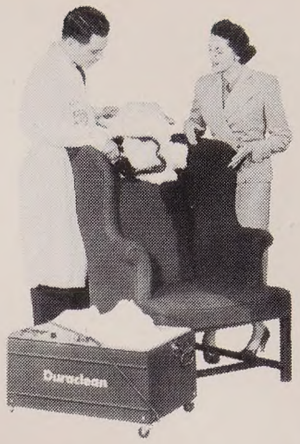
# Would You Like to Take in $140 after Supper?

This is exactly what L. Burnett did while still employed. Here are his own words:

*"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."*

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.




# Start while Continuing Present Job

## We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

## It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

## Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

## Your Services Are Commended by

*McCall's Magazine, Parents; American Research & Testing Laboratories...and by leading Carpet Mills & Furniture Makers*

## What Dealers Say:

**Gerald Weihrauch:** "Insurance job brought me $205.70 in single day. Another, $300".

**Leo Barnett:** "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

**Willis Tatro:** "After two years of good profits we sold our business for five times the cost".

**Arlin Rae:** "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

**Blanche Blood:** "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

**Loren Farris:** "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

**Robert Wheeler:** "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

**Wilmer Suders, Jr.:** "Building steadily. Last month grossed $2,012. One job came to $752".

**John Szymanski:** "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

**Ernest Shulda:** "I never knew a company as eager as Duraclean to help their franchisees succeed".

**R. Geisman:** "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

**Jerry Baker:** "I don't know of any other business in which a man can make as much per hour".

**Walter Parsons:** "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word"

## Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

## FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

**Then** decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken **tomorrow . . . so mail coupon today.**

## Find Out with NO OBLIGATION

## Mail this coupon TODAY

**It may put you in business**

**Duraclean Co.** 7-707, **Duraclean Bldg., Deerfield, Ill. 60015**

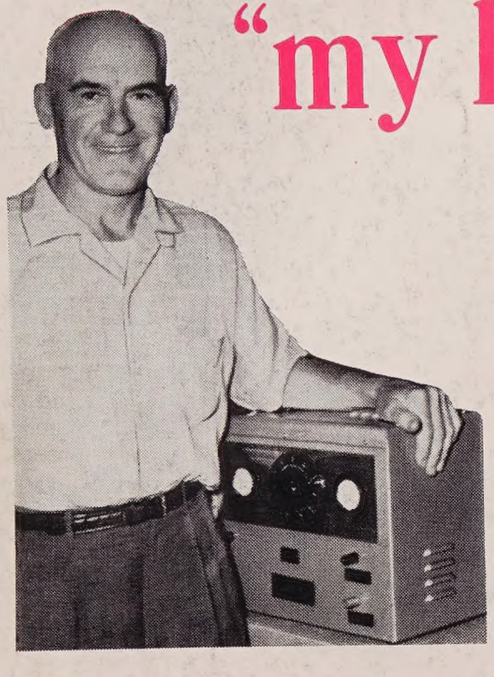
**With no obligation** mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ State_____ Zip_____

# I call this machine "my little money maker"



**It turns out a product that sells for $7.95 at retail and your cost of raw materials is only 66½¢. It will make six of these products each day so you can see why you, too, might call it "My Little Money Maker." You can put this machine anywhere in the house—in the kitchen, the basement or the attic. It will work for you twenty-four hours a day whether you are there or not. Keeping it loaded requires only about three hours of your time. Read the details below, then if you are interested send the coupon. I'll be glad to tell you how to get one of these Little Money Makers for a small down payment if you happen to be short of cash.**

*By J. B. Warner*

What a fellow makes in his regular job today is hardly enough to make ends meet. Today we pay higher taxes than ever before. We pay more for rent, food and clothing. All these skyrocketing costs raise hob with the bank account—if we're lucky enough to have one.

And that makes it almost necessary for most men to make some extra money. There are lots of ways to do it, too. The magazines are full of ads for agents to sell things. But if I had to make a living by selling, from house-to-house, I'm afraid I'd starve to death. I like to *make something* with my hands and either sell it by mail or let the stores sell it for me.

Another thing: Lots of men—and women, too—don't want to get mixed up with something that might hurt them on their jobs. They want a plan they can operate at home—in spare time—one that they can work at any time they please and one that doesn't need any rented store or hired help. And that's where my little money maker rings the bell.

Let's say you want to make some extra money but you don't want to do any selling. All right—take a look at what you can do with this machine. I'll give you some facts that I discovered and your own common sense will tell you they're true.

If you're going to make something, it ought to be something that lots of people want—something that lots of people buy. It shouldn't be something that sells at just certain seasons—but all year round. And it shouldn't be any flash in the pan. It's got to be steady—year after year—something that's not here today and gone tomorrow.

Well, give a thought to this; What's more permanent than babies? Ever since I can remember there have been more and more babies born every year. Last year five million. This year more. Next year, more yet. Then answer this question and tie it in with your thinking: What's stronger than mother's love for her baby? And what is more powerful than love or sentiment in making people buy things. Now, you've got the idea.

Every year thousands of mothers want their babies' first shoes preserved as mementos. These mothers have the shoes "bronzed" as they call it—by electroplating. Electroplating coats the shoes with copper and preserves them forever. And there's no big company that has a corner on the business of metalizing baby shoes. Almost all of this work is done by spare time workers in their kitchens or basements. Many orders come by mail when you send out circulars letting mothers know you can do the work. Stores take orders, and then turn the work over to you. There are six or seven ways to get orders without making any house-to-house calls.

You see, you can clean up six pair of shoes in a few minutes. In a few minutes more you can dip them in the hardening solution. Then you spray them with a conductive coating and hang two pairs in the tank on copper wires. Just turn the switch and walk away. The machine does the rest. Eight hours later those shoes are ready to take out of the tank, burnish and mount. Two pair every eight hours, whether you are asleep, awake or at the movies. The materials cost 66½¢ a pair. The retail price you get for electroplating is $7.95—so the gross profit is more than $7.00 a pair. Since your machine can do six pairs a day, you can see the possibilities, and the beauty of it is that the machine doesn't cost much. Almost anyone can afford to start because the company will even send the machine for a small down payment. A book tells how to run the machine and how to get orders without house-to-house selling.

If you'll just put your name and address on the coupon and mail it to me, I'll send you all the information right away by mail. After you have read all this, you will know what you want to do. It will be easy to decide whether you would like to have a "Little Money Maker" of your own. Everything I send you now is free. There is no catch to it and nobody will call to try to sell you anything. I'll send everything free and postage paid. All you have to do is mail the coupon, get the facts and then decide. Mail the coupon right away so I can help you get started making money.

J. B. Warner, 1512 Jarvis Avenue, Chicago, Illinois 60626, Dept. M-7-HT.

J. B. Warner, Dept. M-7-HT
1512 Jarvis Ave., Chicago, Illinois 60626

**FREE—MAIL TODAY**

Please tell me about the seven different ways to make money at home in spare time with your "Little Money Maker." Also, how I can buy it on easy payments. It is understood that no salesmen will call and it is up to me to decide what I want to do. Everything you send me now is free and will not cost me a penny now or ever.

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP CODE_____